Surface Force Training Manual

(Short Title: SURFORTRAMAN)

<u>**COMNAVSURFORINST 3502.1B**</u>

Subj: SURFACE FORCE TRAINING MANUAL

Ref: (a) COMFLTFORCOMINST 3501.3(Series)
            (Fleet Forces Command Fleet Training Strategy)
        (b) NWP 1-03.3A (Status of Resources and Training System
            (SORTS))
        (c) COMNAVSURFPACINST 3501.2G/COMNAVSURFLANTINST 3500.7D
            (SORTS Readiness Reporting)

1. <u>**Purpose**</u>.   To promulgate a revised Surface Force Training
Manual to be used by all ships, staffs, and units of the Naval
Surface Forces, U.S. Pacific and Atlantic Fleets in execution of
the Fleet Readiness Program (FRP). Many of the new changes to
this manual reflect a cultural change in the Surface Force to an
environment of continuous readiness and continuous certification.
No longer can a ship afford to stop training at the conclusion of
what was once the Basic Phase, neither can they allow skills and
training teams to atrophy at the end of deployment only to
rebuild them after the post deployment availability. Our ships
must be more ready and more able more of the time.

2. <u>**Cancellation**</u>: COMNAVSURFORINST 3502.1A, COMNAVSURFOR
291315ZAPR03, COMNAVSURFORINST 3540.1 and 3540.2 series
instructions.

3. <u>**Revision**</u>. This instruction should be reviewed in its
entirety. An extensive rewrite, this revision includes
significant changes to ships' maintenance and unit level training
phases (basic phase) training in support of the Fleet Readiness
Training Program (FRTP). These changes include refinements to
the criteria for Maintenance and Unit Level Training Phases
training as part of the Fleet Training Strategy, reference (a).
This manual contains revised assessment and certification
criteria, replaces ready to train goals with continuous training
requirements, adds new requirements for inport training and new

exercise requirements, and introduces the Training Assessment Program. In support of FRP requirements this revision places increased emphasis on continuous training and on maintaining certification currency throughout the employment cycle, and establishes a standard of continuous proficiency and readiness required under FRP.

4. **Discussion**

a. This instruction provides guidance for the conduct of the Surface Force Training Program for all ships and units of the Naval Surface Forces, U.S. Pacific and Atlantic Fleets, with the exception of Patrol Craft (PC) ships, which will continue to use their existing training manual. In the event there are conflicts between this manual and other CNSF, CNSP or CNSL instructions, the SFTM will take precedence.

b. To ensure consistency with proposed changes to the Fleet Training Strategy, the following terms are used in this revision:

- Maintenance Phase (Added)
- Unit Level Phase *replaces* (Basic Phase)
- Integrated Phase *replaces* (Intermediate Phase)
- Sustainment Phase *replaces* (Advanced Phase)
- FRTP replaces IDTC

c. Surface Force Training Bulletins, which support this manual, will be posted as needed on the TYCOM websites.

d. Some new exercise requirements listed in Appendix A have not yet been promulgated by the Naval Warfare Development Command in the appropriate FXP publications. These new exercises will be posted on each TYCOM website until they appear in the appropriate publications.

e. Appendix D no longer lists warfare area tables for formal school requirements. COMNAVSURFOR school graduate requirements now reside in the Navy Training Management and Planning System (NTMPS) database.

f. The reporting of individual unit readiness is accomplished according to references (b) and (c). This instruction contains amplifying readiness reporting information.

g. This manual is posted on the CNSF N7 website in ".pdf" format. Copies of the manual are available on CD and will be

distributed to ships and other units of the Surface Force, ISICs and other afloat staffs and certain training activities on request. Paper copies of this manual are no longer printed for distribution.

    h. This Manual may be cited by its short title: SURFORTRAMAN (SFTM)

                     //Signed//
                     T. W. LAFLEUR

COMNAVSURFOR Distribution: CD version on request.
SNDL Parts 1 and 2

24D1	Surface Force (N1, N2, N3, N41, N42, N43, N6, N8)
26A	Amphibious Group
26C	Beach Group
26DD1	Mobile Diving and Salvage Unit and Det LANT
26DD2	Mobile Diving and Salvage Unit and Consolidated Divers Unit PAC
26GG	EOD Group and Unit
26E1	ACU TWO, ACU FOUR and BMU TWO only
26E2	ACU ONE, ACU FIVE and BMU ONE only
26T2	RSO San Diego
28A	Carrier Group
28B	Cruiser-Destroyer Group
28C	Surface Group and Force Representative
28D	Destroyer Squadron
28I1	IBU LANT
28I2	IBU PAC
28L	Amphibious Squadron
29A	Guided Missile Cruiser (CG)
29E	Destroyer (DD) 963 Class
29F	Guided Missile Destroyer (DDG)
29AA	Guided Missile Frigate (FFG) 7 Class
30B	Mine Hunter (MHC)
30c	Mine Countermeasures (MCM)
31A	Amphibious Command Ship (LCC)
31G	Amphibious Transport Dock (LPD)
31H	Amphibious Assault Ship (LPH) (LHA)
31I	Dock Landing Ship (LSD)
31N	Multi-Purpose Amphibious Assault Ship (LHD)
32H	Fast Combat Support Ship (AOE)
32X	Salvage Ship (ARS)
32KK	Miscellaneous Command Ship (AGF)

Copy to: (One CD copy unless otherwise indicated)
20A   Commander, Fleet Forces Command (code N7)
21A   Commander, U.S. Pacific Fleet (code N7)
22A1   Fleet Commander LANT
22A2   Fleet Commander PAC
26J   Afloat Training Group (20)
C84N   Aegis TRAREDCEN Det
FT65   Fleet Intelligence Training Center

CD version stocked:
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for download from the COMNAVSURFPAC website:
https://extra.cnsp.navy.mil   or
https://surfor.navy.mil

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RECORD OF CHANGES

Change Number	Date of Change	Date Entered	Entered By

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LIST OF EFFECTIVE PAGES

The following is a list of pages in effect. "0" indicates the original as printed in this edition.
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i through viii	0	3-1-1 through 3-1-24	0
ix through xi	0	4-1-1 through 4-1-4	0
1-1-1 through 1-1-4	0	4-2-1 through 4-2-7	0
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1-3-1 through 1-3-2	0	4-4-1 through 4-4-2	0
1-4-1 through 1-4-2	0	5-1-1 through 5-1-11	0
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SURFACE FORCE TRAINING MANUAL

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LIST OF MAJOR CHANGES

1. A list of <u>major</u> changes is provided to assist in reviewing this version of the SFTM. Since not all changes are listed here, a thorough review of CNSFINST 3502.1B is recommended.

CHAPTER 1 - GENERAL INSTRUCTIONS

Section 1 – Introduction
 a. Adds monthly assessment of Continuous Training Requirements (CTR). (1103.a)
 b. Makes mandatory the use of installed and available simulation tools as primary training method. (1103.f)

Section 2 – Responsibilities
 a. Adds monthly review of training plans by the Commanding Officer. (1205.a)

CHAPTER 2 – SURFACE FORCE TRAINING

Section 1 – Overview
 a. Replaces the term Basic Phase with Maintenance Phase and Unit Level Phase.
  (2102 and Figure 2-1-1)
 b. Defines "Emergency Surge" and "ATF Emergency Surge Deployable". (2103)
 c. Adds description of phases and support matrix. (2104)

Section 2 – Command Assessments
 a. Added and expanded IA criteria. (2202.b)
 b. Added and expanded UD criteria. (2203)
 c. Adds LOA criteria. (2205)
 d. Inserts requirement for ISIC comment on Condition II DC. (2208.d (2))

TAB E Sample LOA Completion Report (Added)

TAB F Sample IA Completion Message   (Added)

TAB G Sample Underway Demonstration Completion/Engineering Certification Message (Added)

Section 3 – Maintenance and Unit Level Training Phase (Basic Phase) Training
 a. Requires use of simulation for training events and exercise preparation. (2304)
 b. TYCOM required schools are now listed in NTMPS database. (2308.a)
 c. CTR's now include and require 80 % completion of all required schools (for USW and BMD 85%).
  (2308.a (5))

TAB A Inport Training Requirements
 a. Adds SAR-PRO (SAR proficiency training) requirement. (2.a)

Section 4 – Certifications and Qualifications
 a. Adds CTR's to all certification criteria Tabs. (2402.c) Note: CTR's replace RTT's.
 b. Changes required school completion to 80 % of all required schools, as a CTR. (2402.c (2))
 c. Discusses post Maintenance and Unit Level Training Phase follow-on training. (2402.i)
 d. Changes certification and FEP periodicity to 24 –6/ +3 months. (2404.a)
 e. Makes effective date of certification the last day of the month. (2404.b)
 f. Expands Restricted Operations to include failure of major assessments. (2405)
 g. Defines Non-Standard Maintenance and/or Lengthy Installation policy. (2406)
 h. Defines Certification Expiration and Suspended Certification policy. (2407)

TAB A Aviation (AIR) Certification Criteria
 a. Adds five exercises: vertrep, helo land/launch, HIFR, A/C refuel, A/C refueling fire. (7)

TAB B Amphibious Warfare (AMW) Certification Criteria
    a.   Adds follow-on training requirements. (9)

TAB C Anti-Terrorism/Force Protection (AT/FP) Certification Criteria
    a.   Adds 23 exercises supporting enabling objectives. (7.b)

TAB D Air Warfare (AW) Certification Criteria
    a.   Adds three training objectives: direct AW mission, search air contacts, establish LINK 4a. (6)

TAB I Diving and Salvage (FSO-S) Certification Criteria
    a.   Changes training requirement to PQS qualified diving officer and master diver. (3.a)

TAB M Damage Control (MOB-D) Certification Criteria
    a.   Expands team observation requirements and adds Condition II DC. (5)

TAB N Engineering (MOB-E) Certification Criteria
    a.   Adds requirement for 100 % fire retardant coveralls on hand. (3.f)
    b.   Changes high power response to full power response. (4.g)
    c.   Adds section on Items of Priority and Repair Before Operate. (5)

TAB O Navigation (MOB-N) Certification Criteria
    a.   Adds Rules of the Road exam for CART II and certification. (4)

TAB R Surface Warfare (SW) Certification Criteria
    a.   Adds requirement to demonstrate mis-fire drill during CART II. (4)

TAB S Undersea Warfare (USW) Certification Criteria
    a.   Adds requirement for satisfactory degaussing runs. (5)

TAB T Visit, Board, Search and Seizure (VBSS) Certification Criteria
    a.   Reduces number of required training boardings from four to two. (6)

TAB V Search and Rescue (SAR) Certification Criteria (Added)

TAB W Ballistic Missile Defense (BMD) Certification Criteria (Added)

TAB X Force Supply Management Certification Criteria (Added)

TAB Y Meteorological (METOC) Certification Criteria (Added)

CHAPTER 3 – SUSTAINING MAINTENANCE AND UNIT LEVEL (BASIC) SKILLS DURING FRTP
    a.   Adds definition and procedures for Training Assessment Program (TAP). (3117)

CHAPTER 4 - SHIPBOARD TRAINING ADMINISTRATION

Section 2 – Training Readiness Reporting Guidelines
    a.   Adds mission area caps. (4208)

Section 4 – Training Reports Summary
    a.   Adds requirement for ISIC reports of LOA and UD. (4401)

CHAPTER 5 - UNIT COMPETITIONS

Section 1 – Battle Efficiency and Command Excellence Awards

    a.   Changes award criteria affecting IA. (5101)
    b.   Adds and defines actions of detachments and embarked staffs. (5101)
    c.   Changes command excellence awards requirement to earn 4 of 5. (5102)
    d.   Adds failure or poor performance in INSURV and EKMS insp as disqualifier. (5102)
    e.   Adds in CY05 requirement for material self assessment of "satisfactory" be received at IA. (5105)

Section 2 – Fleet Awards and Trophies
    a.   Adds USS Constitution George Sirian Meritorious Award. (5222)
    b.   Adds Junior Officer Award for Excellence in Tactics Competition. (5224)
    c.   Adds Unit Tactics Award. (5225)

APPENDICES

A – Exercise Requirements
    a.   Requires AW-11A-SF/AW-27-SF be completed for training using simulation only. (A-103)
    b.   Adds LPD-17 class and deletes LSD-36 class. (All exercise Tabs)
    c.   Adds MOB-E evolutions for steam, gas turbine, and diesel ship classes. (A-64 to A-76)

B – (DELETED)

D – TYCOM Formal School Requirements
    a.   Moves all TYCOM school requirements to NTMPS. (All school matrix tabs removed)
    b.   Adds mandatory use of NTMPS and defines procedures. (D-102)
    c.   Adds school TADTAR augmentation procedures. (D-103.d)
    d.   Adds information on Training Support Centers (TSC). (D-106.a)

E – Training Assessment Program (TAP) (Added)

CHAPTER 1

GENERAL INSTRUCTIONS

SECTION 1

INTRODUCTION

Ref: (a) COMFLTFORCOMINST 3501.3 (Series) (Fleet Forces Command Fleet Training Strategy)

1101. **Executive Summary**.   The Surface Force Training Manual (Short Title: SURFORTRAMAN) is the primary source of policy, direction and requirements for all aspects of and Maintenance and Unit Level Training Phases (Basic Phase) training in support of the Fleet Readiness Program (FRP). Strict compliance with this manual is mandatory without prior TYCOM authority for deviation. In situations where deviation may be required, ships should plan for success through early consultation with their ISIC. Unit Level training must be continuous throughout all phases of the Fleet Readiness Program (FRP) including any Sustainment, Deployment, or post Deployment Sustainment periods, because skills atrophy, people rotate, and even in instances where repetition seems to be sufficient, absent a formal approach to training, complacency and the potential for accidents increase. Continuous training shall be built upon a foundation of Maintenance and Unit Level Training Phases (Basic Phase) training based on the following:

        a. At the start of the scheduled Maintenance and Unit Level Training Phases (Basic Phase) Training Period, there will be an ISIC-conducted assessment (CART II, IA), assisted by the appropriate ATG organization, to determine the ship's training objectives. The purpose of this assessment is to establish a training syllabus for Maintenance and Unit Level Training Phases (Basic Phase) training. Critical to any assessment of training readiness, is an assessment of the ship's compliance to Continuous Training Requirements (CTR's). The goal of Maintenance and Unit Level Training Phases (Basic Phase) Training, to be achieved by the conclusion of FEP, is that a ship be certified in those TYCOM certification criteria and primary mission areas so as to be ready to commence Integrated (Intermediate) and Sustainment (Advanced) Phase training under the numbered fleet commander, and be "emergency surge" ready in the event national tasking requires ships to be ready for immediate deployment. "Emergency surge" ready means the ship has achieved Training Level II per Article 2306 in all required Maintenance and Unit Level Training Phases (Basic Phase) Certifications. It does not mean that a ship is trained or proficient in any strike group or other composite unit operations.

        b. The training syllabus will be tailored to the training objectives identified during the assessment. The concept is to devote critical resources to those areas where improvement is required rather than polishing other areas in which the ship can demonstrate that satisfactory levels of performance have been maintained. The length of the training periods will be determined by the ISIC in conjunction with the commanding officer and with ATG input.

        c. Required training periods will be scheduled in the ship's employment schedule to minimize unnecessary interferences with completing Maintenance and Unit Level Training Phases (Basic Phase) training requirements. This requires close cooperation and coordination of ISIC, TYCOM and Fleet schedulers .

        d. The training effort is focused on developing training team expertise and watchstander proficiency as well as completing specific certifications. The training plan is developed by the commanding officer and approved by the ISIC, with assistance of the ATG, the TYCOM's primary training organization. The use of the ATG is not optional. Participation by ATG not only eases the burden on the ISIC but also promotes standardization in training procedures across the Surface Forces.

        e. TYCOM certification criteria are provided in primary mission areas and a wide variety of core competencies in order to promote standardization, remove subjectivity in evaluations, and assist both trainers and trainees to focus on what needs to be accomplished.

f. Completion of the formal portion of the Maintenance and Unit Level Training Phases (Basic Phase) of training is marked by the Final Evaluation Problem (FEP) during which the ship will demonstrate its readiness to proceed to Integrated (Intermediate) and Sustainment (Advanced) Phase training under the auspices of the numbered fleet commander and be "emergency surge" ready in the event national tasking requires ships to be ready for immediate deployment. A detailed report of the ship's performance during FEP will be sent by the ISIC to the TYCOM providing the ship's status, any outstanding training deficiencies, and a POAM to correct. The TYCOM will in turn certify to the numbered fleet commander that the ship is ready for Integration (Intermediate) and Sustainment (Advanced) Phase training, and is emergency surge ready.

g. FEP does not mark the end of Maintenance and Unit Level Training Phases (Basic Phase) training, only the end of the formal phase of a process that continues throughout the FRTP and deployment. Sustaining Maintenance and Unit Level skills through continuous training is the foundation on which higher performance is based. An active program, utilizing the shipboard training team organization, is required in all portions of the ship's employment to preserve these skills. Ship's and ISICs shall continue to monitor compliance with CTRs throughout the FRTP cycle. Additionally, specific, reportable exercises, listed in Appendix A, are required on a repetitive basis to support proficiency training. In most cases, to claim credit for these exercises, they must be organized, observed, and evaluated by the appropriate ship's training team.

h. The SURFORTRAMAN is organized as follows:

(1) Chapter 1, General Instructions.

(2) Chapter 2, Surface Force Training. This chapter is vital to understand the nature and scope of the formal phase of Maintenance and Unit Level Training Phases (Basic Phase) Training. It discusses assessment procedures in detail, how the formal phase of Maintenance and Unit Level Training Phases (Basic Phase) training is conducted, COMNAVSURFOR approved certification criteria in various mission areas and core competencies and required periodicities, inport training requirements, evaluation criteria for training teams, watchteams and watchstanders.

(3) Chapter 3, Sustaining Maintenance and Unit Level (Basic) Skills During FRTP, describes the ongoing process of Maintenance and Unit Level Training Phases (Basic Phase) training: how training teams are organized, evaluated, and how proficiency training for watchteams and watchstanders is conducted. Taken together, Chapters 2 and 3 are the heart of this manual; everything else is in support.

(4) Chapter 4, Shipboard Training Administration, is intended to be an assist to the Executive Officer, Operations Officer, and Training Officer.

(5) Chapter 5 Unit Competitions. The awards process should be positive, achievement-oriented, and measurable. The awards programs is focused on the positive achievements of ships, meeting measurable standards and limiting perceptions of subjectivity. Of course, there are specific instances of commission or omission that are inconsistent with the concept of "excellence" and are disqualifying for award purposes. The awards program is detailed here.

(6) Appendix A, Exercise Requirements, by ship class, lists those exercises that are required to maintain Maintenance and Unit Level Training Phases (Basic Phase) proficiency throughout the FRTP.

(7) Appendix B, Training Readiness Capping (**DELETED**)

(8) Appendix C, Exercise Equivalencies reflects the full range of exercise requirements that can be completed using approved scenario generation devices, including BFTT. Appendix C should not only be consulted to see what exercises can be accomplished through simulation, but what simulation

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events can be planned and executed in port for preparation for underway periods, planned underway exercises, etc., to make best use of expensive sea time.

(9) Appendix D, Formal School Requirements. The "F" and "T" Schools that SURFOR ships and units must complete are now fully contained in the Navy Training Management and Planning System (NTMPS) database

(10) Appendix E, Training Assessment Program, (TAP), outlines procedures for conducting a training assessment by ATG. Training will be assessed through demonstration of selected subsets of the associated mission areas per this manual, and will also include a limited administrative review of training programs.

(11) A Glossary and Index complete the manual.

1102. **Purpose**. As directed in reference (a), the purpose of this manual is to provide the policy and minimum COMNAVSURFOR requirements to assist the ISIC and commanding officer to develop a comprehensive Maintenance and Unit Level Training Phases (Basic Phase) training program that integrates a sequence of individual, team, and unit training evolutions in all mission areas and core competencies applicable to the Naval Surface Force. It is the primary directive for planning, scheduling, and executing all training requirements within the Naval Surface Forces.

a. This manual includes formal training requirements applicable to ships and units of the Surface Forces. This manual does not address billet sequence training, NEC related training, or NTSP identified training requirements. These requirements are covered in BUPERS directives, EDVRs and NTPs and vary considerably, often from ship to ship within a class, based on specific configurations. It would be impractical as well as redundant to try to capture that information in this manual.

b. Within available spending limits, the training requirements in this manual are those that the surface Type Commanders are committed to fund. While ideally all required pipeline training would be centrally funded, the surface Type Commanders recognize that ships will have to use TYCOM funding to correct specific critical deficiencies that cannot be filled by the normal distribution system.

1103. **Overview**. The primary goal of Maintenance and Unit Level Training Phases (Basic Phase) training is to ensure that deploying units are fully ready to perform all designated missions. The requirements established in this manual support this goal and are predicated on the following guidelines.

a. Planning and Scheduling. The development and execution of a well-formulated unit training plan is essential to the successful maintenance of unit readiness and is the responsibility of each command. Ships and ISICs should have in place continuous training programs addressing the entirety of the FRTP cycle with at least monthly self assessment of CTRs. The planning and scheduling of FRTP training shall incorporate the requirements of this manual and will be in accordance with the modular scheduling guidelines of the appropriate operational commander.

b. Training Methodology. Training is based on the assess, train, and certify method, as follows:

(1) Conducting a two-part Command Assessment of Readiness and Training (CART). Phase I is conducted by the CO during deployment. Phase II is an ISIC conducted and ATG supported assessment of the ship's mission area proficiency that identifies specific training strengths and deficiencies. It is the basis of a tailored training syllabus for the ship to execute.

(2) Developing a tailored training syllabus, prepared by the commanding officer and approved by the ISIC. Training is conducted with ATG support.

(3) Completing required certifications as outlined in chapter 2. Specific criteria are provided for the ISIC, supported by the Afloat Training Groups, to evaluate completion of certification objectives.

(4) Conducting a Final Evaluation Problem (FEP) at the completion of the designated Maintenance and Unit Level Training Phases (Basic Phase) training period.

c. Exercise Requirements. This manual consolidates all ship and unit exercise requirements of the Fleet Exercise Publications (FXPs) and other training directives into a single document. Specific training requirements are identified and organized for proficiency maintenance training for each unit type and mission area.

d. Schedule Execution. Due to fiscal and scheduling limitations, the training opportunities that are available to units of the Naval Surface Forces are limited and must be optimized. Commanding officers should make every effort to prepare for and execute the training provisions of their quarterly employment schedules, once approved. Additionally, whenever possible, commanding officers are enjoined to creatively pursue the parallel accomplishment of any unscheduled training opportunities that may arise. When outside services (e.g., aircraft, ships, observers, training ranges, etc.) are involved, units that are unable to participate in scheduled training events should notify their ISIC immediately so that these scarce training resources may be re-allocated to other units.

e. Objective Based Training. The task of training will be facilitated through the use of Objective Based Training (OBT), which defines, in a single source, all afloat training objectives for each ship class. OBT is a library of mission specific tasks for all watch teams and watch stations. OBT defines what must be trained, how it will be trained, and how well it must be performed. The library of OBT terminal and enabling objectives is maintained by the ATGs.

f. Simulation Based Training. Simulation based training provides, in many cases, either an effective alternative or an effective complement to underway training and exercises. The use of onboard and other available training devices under the supervision of shipboard training teams will be the primary tool used to conduct training whenever possible. Appendix C displays the full range of possibilities of use of approved simulation devices to complete required training. Ships will be required to demonstrate proficiency in the use of all onboard training devices. If the Battle Force Tactical Training (BFTT) system is installed, it will be employed as the primary tactical warfare training device.

g. Reporting. Satisfactory completion of the training and exercise requirements contained in this manual is the primary basis for measuring unit readiness within the Naval Surface Forces. It is therefore important that subordinate commands report their training accomplishments in a timely and accurate manner, so that higher echelons of command can monitor individual unit readiness. The vehicle for reporting the completion of required training is the Training Report (TRNGREP), which is discussed in Chapter 4.

1104. **Applicability**. The provisions of this manual apply to all ships and units (e.g., TACRON Dets, ACU Boat and LCAC Groups, LCUs, BMU Beach Party Groups and Teams, PHIBCB Dets, EOD Dets, NCW Units) of the Naval Surface Forces, except Patrol Craft (PC). PC class ships will continue to use the existing PC training manual. Distribution of applicable portions of this manual also includes Military Sealift Command military departments for use as desired when providing service support, and ships of the U.S. Coast Guard when conducting training. As new ship classes and ship systems are added to the Naval Surface Forces, new or revised training evolutions will be added to the appropriate sections of this manual.

SECTION 2

RESPONSIBILITIES

Ref: (a) COMFLTFORCOMINST 3501.3 (Series) (Fleet Forces Command Fleet Training Strategy)
  (b) OPNAVINST 3120.32C (Standard Ship's Organization and Regulations Manual)

1201. **Commander Naval Surface Force:** Overall management of surface force training, policy and procedures in accordance with reference (a).

1202. **Type Commander**. Responsibilities of the Type Commander include:

  a. Management of Maintenance and Unit Level Training Phases (Basic Phase) surface force training.

  b. Development of new or revised training evolutions, subsequent publication through the appropriate FXP or other appropriate means, and implementation as training plan modifications.

  c. Identification of training support service requirements to be provided by other commands for surface units.

  d. Annual review of the Surface Force Training Program.

  f. Coordination between TYCOMs to ensure ongoing training standardization.

  g. Assisting Commander, Naval Reserve Force (COMNAVRESFOR) in identifying training support and service requirements for NRF class ships units.

  h. Provide surface force training guidance to the Afloat Training Groups

1203. **Immediate Superior in Command (ISIC)**. The ISIC monitors and provides overall supervision for the conduct of each assigned unit's progress throughout the training cycle and participates in selected evolutions. Additionally, the ISIC will:

  a. Ensure compliance of assigned units with the Surface Force Training Manual.

  b. Assist commanding officers in the coordination of CART II evaluations and FEP, to include scheduling assistance, liaison with the Afloat Training Group (ATG), and act as senior assessor during CART II and FEP.

    (1) Approve commanding officers' tailored training plans for the conduct of Tailored Ship Training Availabilities (TSTAs).

    (2) Conduct CART II and FEP, supported by ATG.

  c. Conduct required certifications of assigned ships as outlined in chapter 2, using the specific evaluation criteria provided in this manual and the support of the ATG..

  d. Review and approve FRTP training plans of assigned units and monitor their execution. Coordinate unit requests for training services and coordinate scheduling of ship assist/certification visits.

  e. Approve ship scheduling, coordinate schedule requests through the chain of command and quarterly fleet scheduling conferences, and monitor Maintenance and Unit Level Training Phases (Basic Phase) exercise completion.

f. Monitor performance of assigned units participating in training. If progress is unsatisfactory, an ISIC recommendation shall be forwarded to ALCON detailing specific shortcomings and additional training time requested.

g. Ensure adequate re-evaluation of skills found to be unsatisfactory or incomplete following completion of TSTA.

h. Monitor integrated and sustainment (intermediate and advanced) phase training through liaison with tactical commanders/immediate operational commanders, OCEs for major fleet exercises, and battle group commanders/amphibious ready group commanders.

i. Administer the Battle Efficiency Award program for assigned units.

1204. **Afloat Training Groups**: The Afloat Training Group is the TYCOM's "executive agent" for training. The use of the Afloat Training Groups by the ISIC and CO during Maintenance and Unit Level Training Phases (Basic Phase) training assures standardization in conducting and assessing training and is required.

1205. **Commanding Officer**. One of the principal responsibilities of the commanding officer is to ensure the development of a viable shipboard training program. The commanding officer will:

a. Maintain , as a minimum, continuous training readiness objectives specified in the Surface Force Training Manual. To this end, the commanding officer shall frequently (at least monthly) review and update the ship's training plans to ensure continuous readiness throughout the ships projected employment schedule.

b. Conduct a Command Assessment of Readiness and Training (CART) per Chapter 2, Section 2 of this manual and propose schedule modifications to help the ship conduct required training.

c. Tailor FRTP training objectives as determined by the CART process and approved by the ISIC.

d. Use every opportunity to achieve and maintain unit proficiency by effective use of onboard training devices and simulation.

e. Aggressively prepare ship systems and personnel for scheduled training events, including the accomplishment of all prerequisite training and systems level tests required to progress through the FRTP phases.

f. Evaluate and report primary and secondary mission area training readiness by:

(1) Establishing the formal training teams described in Chapter 3 of this manual.

(2) Reporting completed training evolutions by TRNGREP per Chapter 4, Section 2 of this manual based on commanding officer's assessments during the scheduled Maintenance and Unit Level Training Phases (Basic Phase) period and using the criteria for individual exercises called for in FXPs in subsequent training phases.

(3) Requesting and reporting equivalence for an exercise when, in the commanding officer's judgment, the exercise in question is adequately represented by the equivalency and the objectives of the exercise are met.

(4) Ensuring the timely and accurate reporting of the ship's exercise accomplishments and mission area training readiness per Chapter 4 of this manual.

g. Ensure internal administration of training in the command is well organized and is maintained per the guidelines in Chapter 8 of reference (b) and amplifying Fleet and TYCOM directives. The use of

available IT (Information Technology) programs to maintain CTRs, training plans, lesson guides, and attendance records is encouraged.

SECTION 3

NAVAL RESERVE FORCE TRAINING AND READINESS

Ref: (a) COMNAVSURFRESFORINST 3502.1C (COMNAVSURFRESFOR Master Training Plan)

1301. **General**. The Naval Reserve consists of Ready, Standby, and Retired Reservists. Reservists in a pay status are called Selected Reservists (SELRES). Selected Reservists are organized into units with specific mobilization billets, generally on board active commands ("gaining commands") or as stand-alone units. Training of those units not assigned to Naval Reserve Force (NRF) ships may be accomplished at Reserve Centers or Readiness Commands, on board active ships or at the gaining command site, or as directed by higher authority during weekend Inactive Duty Training (IDT) periods and/or two week Annual Training (AT) periods. The establishment of a close working relationship between the parent command and their naval reserve unit(s) is required to maximize readiness for mobilization.

1302. **Training Philosophy**. A primary objective in the training of the SELRES is the integration of individuals and units with their active duty counterparts. This integration permits the SELRES to perform the same or similar functions as those personnel assigned to active duty and enhances their ability to perform their assigned mission when mobilized. To the maximum extent possible, commanding officers should work to foster a close working relationship with their counterpart reserve units by frequently communicating with them, coordinating the embarkation/debarkation of reserve unit personnel, and developing tailored training programs designed to optimize limited reserve active duty training and personnel qualification opportunities. To achieve these goals, commanding officers must recognize the inherent limitations of the Reserve training environment and develop innovative programs to overcome these limitations. Stand-alone reserve units will work in close coordination with their ISICs and supported/supporting commanders. Training of reservists will be conducted per reference (a).

    a. Reserve Training Environment

        (1) Inactive Duty Training (IDT) is accomplished two days per month, usually on the weekend; Annual Training (AT) is accomplished two weeks per year.

        (2) Training for individual reservists must be sequenced, well orchestrated, well defined, and must account for inherent problems of discontinuity. Close coordination and liaison between the NRF ship CO/XO/Training Officer and the reserve unit SELRES Coordinator and Administrator (reserve unit CO/XO) are key to a successful reserve training program. Remember that these reservists are members of your command and most of these individuals do have previous active duty experience.

        b. Personnel Qualifications (NRF Ships). NRF ship commanding officers are to assign all primary crew SELRES to Condition I and III watch stations. SELRES will use PQS to train for final qualification in these watch stations. Qualification time lines are as assigned by the commanding officer, commensurate with drill and annual training time available, present ship's employment, prior active duty, and PQS qualifications documented in service record page 4's. Once PQS qualified for their Condition I and III assignments, SELRES may undertake other PQS, such as inport watch stations and ESWS. General DC and 3M qualifications should be accomplished early in the SELRES' tour of duty in conjunction with initial Condition I and III watch station PQS. This watch station assignment/job accomplishment policy applies only to the NRF primary crew SELRES and not to the SELRES who perform one time annual training in support of fleet operations.

        c. Annual Training (AT) may include inport or underway training based on ship operating schedules. Training should be tailored to the circumstances at hand. If the entire AT period is inport and the ship is undergoing major maintenance, the use of shore based training facilities and/or other ships for equipment operation and watch station training is encouraged. Ship schedules will reflect the particular ship's

employment as Naval Reserve Training (NRT) for underway training or Reserves Embarked (REM) for inport training.

    d. <u>Other SELRES training</u>. All reservists are tasked to meet the requirements of their billet-specific Individual Training Plan (ITP). In addition, gaining commands will ensure that each reserve unit receives real-world tasking (either peacetime contributory support or mobilization readiness) in support of their mission, to the extent possible. Stand-alone units will maintain their unique level of expertise consistent with unit mission and current funding.

1303. **Naval Reserve Force (NRF) Training Requirements**. The specified wartime mission for NRF units requires that training requirements remain the same as for active duty counterparts to provide a benchmark for measuring the actual status of NRF readiness. Training objectives for NRF units are designed with the unique manning capabilities of these units considered.

1304. **Naval Reserve Force (NRF) Readiness Criteria**. NRF units are generally tasked with the same training requirements as their active duty counterparts. However, due to limited days underway with selected reservists embarked, and limited availability of inport trainers, these units may experience training degradation beyond their control. Accordingly, NRF units may complete the advanced unit phase of training without achieving C1/M1 readiness in all primary mission areas. The mission area readiness ratings listed in Figure 1-3-1 specifically prescribe the <u>minimum acceptable standards for NRF units at the end of advanced training and during repetitive (proficiency) training</u>.

<div align="center">Selective Minimum Readiness Standards</div>

Mission Area	CRUDES	MIW
AMW	M3	
AW	M2	
C2W	M2	
CCC	M3	M3
MIW		M2
MOB	M2	M2
SUW	M2	
USW	M2	

<div align="center">**Figure 1-3-1. NRF UNIT ADVANCED READINESS**</div>

SECTION 4

FEEDBACK AND ADVISORY PROCEDURES

1401. **General**. This section provides for a Surface Force Training Manual feedback/response/advisory system whereby individual units, ISICs, training commands and the TYCOMs may routinely communicate in a forthright and constructive interchange. Because of the continuing evolution of ship types and classes, warfare capabilities, and associated tactics, the TYCOM-directed training program must remain dynamic. In addition, standardization and alignment of Naval Surface Force training must be maintained throughout the Navy. New training evolutions, revisions to existing evolutions, and more efficient training sequences must continually be developed and implemented and then evaluated through an effective feedback system.

1402. **Feedback**

a. Any unit in the chain of command, as well as any activity that is included on the distribution of the Surface Force Training Manual either as a service provider or a supporting activity, may initiate (preferably by message) a query about any aspect of the surface force training program or make a recommendation for its improvement. The following standard message format is provided:

```
FM  (Submitting Command)
TO  (ISIC)
INFO  (Chain of Command)
COMNAVSURFOR SAN DIEGO CA//N7/N7A//
COMNAVSURFLANT NORFOLK VA//N7/ N7A//
(Classification)  //N03502//
MSGID/GENADMIN/ (Originator)//
SUBJ/SURFORTRAMAN FEEDBACK REPORT
REF/A/DOC/CNSL-CNSP/(DATE OF THIS INSTRUCTION)
REF/B/(As necessary)
NARR/SURFORTRAMAN.  Other references.//
POC/(Point of contact)
RMKS/1.  Briefly state problem or query (ensure remarks include area of SFTM affected).
2. Recommend corrective action.//
BT
```

b. Upon receipt of additional ISIC/chain of command comments or by a simple "REQ TAKE REF A FORAC" message, the applicable Type Commander will investigate the proposal and provide a reply using the same subject line. If the issue raised has application to other ships, ISIC should so indicate in comments. If the feedback from an Atlantic Fleet ship requires a change to the SURFORTRAMAN, it will be forwarded to COMNAVSURFOR for action by CONAVSURFLANT with an appropriate recommendation. Feedback responses originated by one Type Commander that do not affect agreed upon standards (e.g., obvious data base errors or omissions in a ship's TRMS database) need not be coordinated in advance but will include the other Type Commander as an info addee.

1403. **Advisories**: To provide advance notice of changes to the Surface Force Training Manual, amplifying guidance, or other general information affecting the Surface Force Training Program, appropriate advisories, either by message or notice, will be coordinated between the Type Commanders and promulgated by COMNAVSURFOR.

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CHAPTER 2

SURFACE FORCE TRAINING

SECTION 1

OVERVIEW

Ref: (a) COMFLTFORCOMINST 3501.3 (Series) (Fleet Forces Command Fleet Training Strategy)

2101. **Overview**. As force providers, the fleet commanders are responsible for providing combat trained, manned and equipped forces to the combatant commanders and thus have primary responsibility for the tactical training of naval forces. Per reference (a), COMNAVSURFOR has set Maintenance and Unit Level Training Phases (Basic Phase) training requirements and standards for the surface forces. The program of assessment, training, and certification that is outlined in this chapter meets that responsibility.

2102. **General.** This chapter deals with the organization and conduct of the scheduled portion of the Maintenance and Unit Level Training Phases (Basic Phase). The following chapter deals with how the training infrastructure developed in this phase sustains the ship throughout the remaining employment cycle.

        a. The training cycle begins with CART I near the middle of deployment. CART I is a ship's self-assessment of operational proficiency, formal school training, team training, inspections/assists and material/equipment status.

        b. CART II is an ISIC assessment of unit proficiency. In conducting CART II, the ISIC is assisted by the Afloat Training Group (ATG). CART II is notionally conducted after the first major maintenance availability following deployment and is the beginning of the Maintenance and Unit Level Training Phases (Basic Phase), although surge operations, as defined in Article 2103 , and abbreviated training cycles may necessitate different training patterns. During that Maintenance Phase, the ship will have taken advantage of the Shipboard Training Team (SBTT) Course offered by the ATGs.

        c. The Tailored Ship's Training Availability (TSTA) is based on a syllabus developed by the commanding officer, with ATG support, and approved by the ISIC following CART II. TSTA periods will be scheduled in the ship's quarterly employment schedule. ATG may offer assistance to ships on the basis of Limited Training Team (LTT) training at any time during the FRTP when the ship requests it and the ATG has the resources to provide the requested training; however, this is unscheduled training and should not be used in place of regularly scheduled TSTA training during the Maintenance and Unit Level Training Phases (Basic Phase). CART is discussed in greater detail in Section 2 of this chapter.
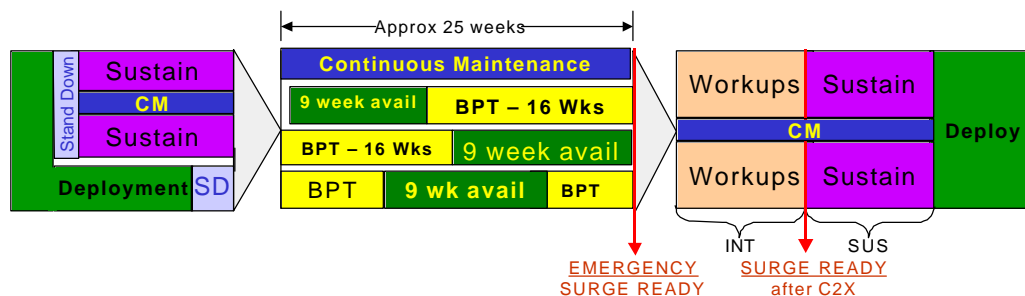

Figure 2-1-1 THE FLEET READINESS TRAINING PROGRAM (FRTP)

d. The Final Evaluation Problem (FEP), conducted by the ISIC and assisted by the Afloat Training Group, marks the end of the Maintenance and Unit Level Training Phases (Basic Phase). FEP is discussed in greater detail in Article 2204. By the completion of FEP, the ship must be ready to proceed to more advanced training under the Numbered Fleet Commander (NFC) or be "emergency surge" or "amphibious task force (ATF) emergency surge deployable" ready as defined in the following paragraph. In normal deployment patterns, the Integrated and Sustainment (Intermediate and Advanced) Phases of the training cycle follow FEP. Figure 2-1-1 provides a graphic representation of the FRTP. This represents the normal cycle of employment. Unanticipated contingencies, surge or pulse deployments, or wartime operations will require significant changes to the normal pattern of training, which will be adjusted as necessary to meet the need. The requirement to maintain currency in all warfare certifications will remain. ISIC will recommend any waivers or deviations to the Type Commander.

2103. **"Emergency Surge."** "Emergency Surge" means that a ship has achieved Training Level II across the board in required certifications *(See Article 2306)*. Having completed Maintenance and Unit Level Training Phases (Basic Phase) certifications, an "emergency surge" ready ship is prepared for integrated and sustainment training. It is also immediately deployable as a unit for single ship ops or as required by the numbered fleet commander at levels of operational risk correlating to the level of training accomplished when actually surged. Requirements include:

   a. "Emergency Surge":
      1. Tailored Ship Training Availabilities (TSTAs) and Final Evaluation Period (FEP) complete
      2. Unit level proficiency and certified mission capable for helicopter detachments.
      3. Refresher training as required.

   b. "Amphibious Task Force (ATF) Emergency Surge Deployable": This is a special category for amphibious assault ships in order to support contingency amphibious lift requirements. ATF Surge Emergency Deployable ships will provide lift support and are not required to conduct the full breadth of Amphibious Specialty Tasks. The appropriate Type Commander will certify units and groups as "ATF Emergency Surge Deployable" to the Fleet Commander. This status is attained for individual unit and group assault ships, and includes completion of:
      1. Applicable requirements for MOB (Engineering, navigation, seamanship, damage control)
      2. ATFP certification
      3. Air certification maintained current.
      4. Tailored assault lift training.

2104. **Phases of Training**

   a. **Maintenance Phase and Unit Level Phase (Basic Phase) Training**.
      1. Maintenance Phase: This phase can vary from 9 weeks to more than 120 days for a typical surface combatant. While the Unit Level Phase typically follows the Maintenance Phase, the TYCOM may schedule these two phases around each other to best fit the maintenance and training schedules of the individual units. The idea is to have the major unit level prerequisites for emergency surge deployment (manning, maintenance, and training) completed so that additional tailored integrated training can be completed quickly if necessary to surge due to a crisis or contingency operation.

      2. Unit Level Phase: The TYCOM is responsible for the scheduling, composition, and certification criteria of units during Maintenance and Unit Level Training Phases (Basic Phase) training. The training is monitored by the ISIC and is supported by the Afloat Training Group. The focus is on unit-level training emphasizing training team and watchteam development, watchstander qualification and exercises and evolutions in basic command and control, weapons employment, mobility (navigation, seamanship, damage control, engineering, and flight operations) and warfare specialty. For these areas and other core competencies, this manual provides detailed criteria for the ISIC, the CO and the Afloat Training Groups to use in assessing, conducting and evaluating training throughout the Maintenance and Unit Level Training Phases (Basic Phase). Upon completion of the scheduled Maintenance and Unit Level Training Phases (Basic Phase), a unit is expected to be proficient / (M2) in all mission areas and have completed certifications in a wide variety of core competencies for surface ships. Maintenance and Unit Level Training Phases (Basic Phase) training is discussed in Section 3 of this chapter. Certifications are discussed in Section 4. Chapter 3 discusses how Maintenance and Unit Level Training Phases (Basic Phase) skills are sustained throughout the FRTP. It is expected that ship's training teams will maintain a high level of watchstander and watchteam proficiency throughout the FRTP.

b. **Integrated Phase (Intermediate Phase) Training**. The Numbered Fleet Commanders are responsible for conducting integrated training. The focus in this phase is on warfare team training and initial multi-unit operations. During this phase, ships begin to develop warfare skills in coordination with other units while continuing to maintain unit proficiency. The ship will continue to train within the lifelines through Integrated Training Team drills and evolutions

c. **Sustainment Phase (Advanced Phase) Training**. The focus of sustainment training, also under the Numbered Fleet Commander, is to continue to develop and refine integrated battle group warfare skills and command and control procedures needed to meet the major fleet commander's specific mission requirements. Training objectives are tailored to force structure, capabilities, and missions tasked by the major fleet commander (i.e. CVBG, ARG/MEU (SOC) warfare skills).

d**. Proficiency Training**.   A specific set of repetitive training exercises is of particular importance in maintaining operator and team proficiency. To maintain these essential skills, exercises (including live weapons firings or exercises requiring live services) are identified by mission area in Appendix A for proficiency maintenance. A surface warfare culture of continuous proficiency through continuous training is critical to maintaining the readiness required under FRP. To help assess proficiency a Training Assessment Program (TAP) is established and discussed in Chapter Three, paragraph 3117, with details provided in Appendix E.

e. **Training Phase Support Matrix**:

NOTIONAL CSG/ESG FRTP

FRTP Phase	Supported Commander	Supporting Commander	Certification Authority
Maintenance	TYCOM	C2F/C3F	TYCOM
Unit Level	TYCOM	C2F/C3F	TYCOM
Integrated	C2F/C3F	TYCOM	C2F/C3F
Sustainment	C2F/C3F	TYCOM	C2F/C3F

SECTION 2

COMMAND ASSESSMENTS

Ref: (a) COMFLTFORCOMINST 3501.3 (Series) (Fleet Forces Command Fleet Training Strategy)

2201. **General**. There are three command assessments conducted during the course of a complete employment cycle. The first two are the two phases of CART, a process intended to be a comprehensive review of training readiness. The third is FEP, an ISIC assessment of the unit's readiness to proceed to integrated and sustainment (intermediate and advanced) phases of the FRTP. CART I is conducted by the ship's commanding officer and commences around mid-to-end of deployments of four months or longer. CART II is an ISIC assessment, supported by ATG, conducted once per FRTP. For certain other ships approved by the TYCOM, which are not in a regular deployment cycle; e.g., missile test ships, the interval will not exceed 24 +3/ -6 months. CART II is normally conducted after completion of the regularly scheduled maintenance periods following deployment. The focus is to validate existing strengths in the training team organization and watchteam performance and is the basis for determining the syllabus to be followed during the following TSTA periods.

2202. **CART/IA Procedures**

  a. CART I. Command Assessment of Readiness and Training, Phase I, is conducted before the end of each major deployment for active units homeported in CONUS or MIDPAC. Specified non-deploying ships will conduct CART I as directed by their ISIC to support maintenance of certification currency and achievement of training cycle milestones.

    (1) Step One. Review formal school training status/needs:

      (a) Review and identify personnel shortfalls (critical NEC, billets) via EDVR/ODCR. This review should be completed well enough in advance to provide a timely heads-up to support activities ashore for scheduling training such as school quotas, training assists and inspections.

      (b) Identify individual school/team training requirements and request quotas.

      (c) Identify TADTAR requirements and request augmentation if necessary.

      (d) To support ATFP recertification as soon as possible after return from deployment, special attention should be given to obtaining required ATFP school quotas.

    (2) Step Two.

      (a) Review Continuous Training Requirements (CTR's) for each applicable certification listed in Section 4 of this chapter. Identify issues that require remediation. List any that require outside support in the CART I Report (Tab A to this section.)

      (b) Review Maintenance and Unit Level Training Phases (basic phase)/repetitive elements for material readiness oriented needs that will potentially become part of the work-up requirements (e.g., UNREP SQT (LOG-1-SF/LOG-2-SF)).

      (c) Identify potential special training requirements and areas where crew performance is especially strong or weak (e.g., counterdrug Ops, STANAVFORLANT, etc.).

(d) Identify any sensor, weapons system, ship system additions or modifications that will take place during SRA/PMA/UPK periods that will require formal training for existing crewmembers or enroute training for new personnel.

(e) Conduct initial material/equipment assessment to determine equipment condition. Reviews shall be conducted using a number of existing programs, such as Preventive Maintenance System, combat systems checkout employing OCSOT, systems testing, or conduct of safety and zone inspections using ship-tailored NAVSAFECEN safety review checklists and proposed Availability Work Package.

(f) Keep ISIC informed of any issues surfaced in CART I that may impact subsequent training.

(3) Step Three. ATG/ISIC/Ship representatives coordinate scheduling of Maintenance and Unit Level Training Phases (basic phase) requirements.

(4) Step Four. Review current PQS program and watchbill:

(a) Review current watchbills and watch team replacement plans for anticipated losses of qualified watchstanders. Make PQS assignments as necessary to maintain continuity after post-deployment leave and upkeep period.

(b) Review current PQS materials on hand; order new books as necessary.

(5) Step Five. Ensure ship's training plan supports continuous training and maximizes preparation for CART II, concentrating on ensuring CTR'S are met and watchteam and training team proficiency is maintained at a high level of proficiency.

(6) Step Six: Send CART I Report, per TAB A of this Section, to TYCOM and ISIC. TYCOM will address matters under TYCOM cognizance in a CART I response message.

b. Initial Assessment (IA). As part of CART II, ISICs will conduct an Initial Assessment (IA) of the ship's engineering readiness. The purpose of IA is to determine the extent of training required by the engineering department in order to continue to safely steam. ATGPAC/LANT Assessment and Training Teams will assist the ISIC in the conduct of the assessment by providing force wide standardized assessment packages and procedures. This assessment assists the Commanding Officer in establishing the engineering training objectives for Maintenance and Unit Level Training Phases (basic phase) training. The IA may be conducted inport or underway as determined by the ISIC and CO considering minimum equipment criteria, schedules, etc.

(1) The assessment will be on the following:

(a) Material and damage control readiness: the assessment teams will formally assess the material condition of the ship's propulsion plant to include:

(i) Equipment necessary to operate within EOSS (see minimum equipment criteria below) will be established through completion of material checks as set forth in ATGLANT/PAC checklists..

(ii) Equipment degradations covered by approved written procedures or departure from specifications (DFS).

(iii) Full Power (using PMS or Tech Manual Procedures) and dynamic response underway (may be completed during Maintenance and Unit Level Training Phases (basic phase) training if IA conducted inport).

(iv) Cleanliness, preservation and stowage.

(b) Proficiency of engineering watch sections and training teams.

(c) Effectiveness of applicable management programs. A review of the following programs during the past three months will be conducted:

(i) Operating logs and legal records.

(ii) Boiler water/feedwater test and treatment.

(iii) Lube oil quality management.

(iv) Fuel oil quality management.

(v) Training administration (to include the watch team replacement plan).

(vi) PQS.

(vii) Marine gas turbine service records.

(viii) EOSS.

(ix) On line verification (OLV).

(x) Bearing records.

(xi) Quality assurance.

(xii) Departure from specification (DFS) and NAVSEA waiver file.

In addition to administrative requirements, all programs will be evaluated for deckplate compliance.

(d). A shipwide review of the following NAVOSH programs during the past three months will be conducted: Electrical Safety, Tagout, Hearing Conservation and Heat Stress.

(e) Ship's ability to fight a class "B" fire in a major machinery space using the underway damage control organization. The goal is to conduct the major machinery space fire in a hot plant configuration, but in the event material condition does not support this goal, the exercise should be conducted anyway in order to evaluate the ship's level of training.

(2) Safe to train criteria. Proper engineering plant operations must focus on maintaining propulsion, electrical power generation and distribution, and associated auxiliaries including hotel services, while ensuring the safety of operating personnel. The minimum equipment criteria applies in determining "adequate operable propulsion machinery to safely support training at sea" during the IA, Maintenance and Unit Level Training Phases (basic phase) training and underway demonstration: In cases where half of the installed equipment is required to be operational, "half" is determined by rounding up when an odd number of components exist.

ALL PROPULSION PLANTS

– Main lube oil systems must be capable of complete sequential automatic operation.
– Half of the auxiliary components must be operational in each plant or have cross-connect capability.
– Half of the installed firepumps must be operational.
– Half of the ship's service generators and associated waste heat boilers must be operational.
– Half of the ship's emergency generators must be operational.
– Non-steam propulsion ships are required to have a minimum of one safe-to-steam auxiliary boiler (if so equipped) before getting underway.
– Major damage control equipment: All Fixed and portable firefighting systems/equipment, escape trunks (Ellison doors, lighting, escape hatches/scuttles),main drainage system, and adequate operable life support equipage (OBA, SCBA, EEBD, etc.) must be fully functional
– Steering machinery must be fully in commission with relief valves properly set. At least half of the installed steering pumps must be fully operational.
– There must be no other condition, which, in the opinion of the ISIC and of the Senior Assessor, would preclude safe operation of the ship or present a hazard to personnel, equipment, or the environment.

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STEAM PROPULSION PLANTS

– In general, at least one boiler in each fireroom/combined machinery space must be in commission. Specifically, the following number of boilers are required:

Total Installed	In Commission
2	2
4	2

– All single shaft ship main propulsion steam turbines must be operational. Twin-shaft ships must have both main propulsion steam turbines operational. Multi-shaft ships must have one half of all main propulsion steam turbines operational.
– Installed automatic boiler controls for required in-commission boilers must be operational.
– Two different main feed pumps with associated feed booster pumps or emergency feed pumps must be capable of feeding the boilers in each plant.
– One source of control air must be operational (Qualifying sources are Low Pressure Air Compressors (LPACs) or dedicated Auxiliary Control Console (ACC) air compressors. Reduced High Pressure (HP) air is not a qualified source).

DIESEL PROPULSION PLANTS

– In diesel propelled ships, the following engine criteria apply: (At least one engine per shaft)

Number of engines installed	In commission
2	2
4	2

GAS TURBINE PROPULSION PLANTS

In gas turbine ships, the following apply:1. CG 47/DDG 51/DD 963/AOE 6 class: At least one engine per shaft.
2. FFG 7 class: Both engines in commission.

c. CART II. CART II is a robust, performance based assessment of a unit's readiness in each mission area and core competency, except the amphibious, combat logistics, and salvage mission areas. It shall include underway days unless waived by the TYCOM. By assessing material, administrative, warfare knowledge, and training proficiency based on demonstrated mission area proficiency, CART II helps to identify areas that need further focused training during Maintenance and Unit Level Training Phases (basic phase) training. The ship's tailored training plan should be revised as necessary by ATG after CART II and, with ISIC approval, will become the basis for follow-on tailored ship's training during the Maintenance and Unit Level Training Phases (basic phase). To enable the ISIC and ATG to effectively assess the abilities of the onboard training teams and watchteams, CART II events will be conducted in the "evaluation" vice "training" mode. The assessment is conducted by the ISIC with the assistance of the Afloat Training Group and is based on the assessment criteria contained in Section 4 of the chapter.

(1) Step One. Present completed Afloat Self-Assessment (ASA) Checksheets to ATG assessors on first morning of CART II. ATG assessors will review and spotcheck ASA checksheet items for completeness and accuracy.

(2) Step Two. Mission area and core competency proficiency assessment. ATG is responsible for coordinating support services required for proficiency assessment in each area. To the maximum extent possible, watchteams assessed should include those crewmembers who will remain on board through the next deployment. One Condition I, one Condition II DC, and two Condition III watchteams shall be assessed. CART II will include an ISIC review of the ship's self-assessment of its readiness to execute it's training plan, including use of ITT-run integrated multi-warfare scenarios and demonstrated proficiency in employing all applicable embedded training devices. Where installed, BFTT will be the primary system used to conduct tactical warfare synthetic training on ships. The assessment is assisted by the Afloat Training Group and is based on the certification criteria and objectives contained in Section 4 of this chapter. A notional CART II schedule/timeline is available on the ATG NIPRNET Website.

(3) Step Three. Conduct the following as appropriate to individual ship type and mission area.

(a) At conclusion of the CART II assessment, ATG representatives will debrief results to the ISIC and CO.

(b) ATG, Ship, and ISIC representatives will revise the notional Maintenance and Unit Level Training Phases (basic phase) training plan, tailoring it to incorporate results of the CART II.

(4) Step Four. The ship's database of repetitive exercises represents a continuous cycle of training requirements. ISICs and commanding officers should review expired and expiring exercises to determine which should be included in the training syllabus to facilitate the ship's attainment of M2 at the end of Maintenance and Unit Level Training Phases (basic phase).

(5) Step Five. Submit scheduling inputs to reflect the training plan.

(6) Step Six. ISIC submit CART II Report in accordance with Tab B of this section.

d. CART II Pre-Maintenance/Decommissioning.

(1) Ships will not normally conduct CART II prior to entering a maintenance period, except in unusual cases, for example, abbreviated FRTP periods, surge deployments, etc., where greater scheduling flexibility is important. In these instances, the maintenance period will be of relatively short duration and the validity of the CART II assessment will not be unduly affected.

(2) Ships entering extended maintenance periods will not normally conduct CART II prior to commencement of work, except in cases where the elapsed time since

the previous FEP and the start date of overhaul significantly exceeds 24 months and the ship is scheduled to continue to participate in operations. In this case it may be appropriate to conduct CART II and such additional training that the assessment indicates is warranted prior to the start of industrial work.

(3) Ships will not conduct CART II prior to entering decommissioning or deactivation periods, when the conduct and reporting of regular exercises will cease.

2203. **Underway Demonstration (UD).** The Underway Demonstration (UD) portion of the Engineering Readiness Process focuses on engineering operations, evolutions, and drills. To standardize UDs across the force, an ATGPAC/LANT assessment team will support the ISIC during the UD. The UD should normally not exceed one day and consists of a safety walk-through, two watch sections demonstrating evolutions and drills and a full power and dynamic response demonstration, if not previously satisfactorily conducted during Maintenance and Unit Level Training Phases (basic phase) training. UD will be conducted as part of MOB-E Certification.

a. At the commencement of UD, inability to obtain the minimum equipment listed in paragraph 2202 b. may result in a determination not to proceed with the demonstration. Once the UD is in progress, failure to maintain the equipment standards due to operator error, may be grounds to terminate the UD. In such cases, the ship will not be recommended for certification due to demonstrated inability to maintain adequate operable propulsion machinery to safely train at sea, and a new UD will be scheduled.

b. ATG training teams will assist the ISIC with recommendations concerning the ship's readiness to proceed to the Underway Demonstration (UD). The UD will be conducted once the ISIC and the Commanding Officer are satisfied the ship has completed its basic engineering training and is determined to be ready for the UD.

c. The UD commences underway with a safety walk-thru followed by two watch sections demonstrating evolutions and drills. The ATG assessment team will report findings and recommendations for certification to the ISIC upon completion of the UD. The ISIC is the certification authority and will report to the TYCOM, within one week, when the UD has been completed this report will identify a POAM for outstanding certification items if necessary using the format in TAB F.

(1) Up front review. Prior to the start of the evolution/drill sets, the assessment team will conduct a brief review to familiarize themselves with current conditions in the plant. This review will consist of a plant walk through; a review of that day's fuel, lube oil and boilerwater/feedwater logs, and 8 o'clock reports, and a review of any outstanding modifications to normal operation of the plant (temporary standing orders, CO approved changes to EOSS, DFSs, and NAVSEA waivers). The ISIC will confirm that main machinery space firefighting capability and management program compliance certifications are completed, if not previously certified at the IA.

(2) Evolutions. Each section will demonstrate its ability to satisfactorily carryout routine propulsion plant evolutions. Sufficient evolutions are to be conducted to effectively assess a watch section's ability to accomplish routine watch related operations. These evolutions will vary by ship type and will be selected from class and ship specific EOP, PQS, and PMS for each watchsection.

(3) Drills. Watchstander casualty control effectiveness will be determined through performance-based assessment of responses to imposed casualties. A sufficient number of casualties will be imposed on each watch section to assess the individual watchstander and the watchteam's ability to control casualties. As a minimum, each watch section will be expected to respond to basic casualties imposed from each casualty family. For diesel and gas turbine ships these casualty families are: main engine, propulsion drive train, electric plant, and integrated casualties. For steam ships these casualty families are: main engine/shafting, boiler/feedwater, electric plant, and integrated casualties. Ships with multiple main propulsion machinery spaces will have a sufficient number of drills imposed to effectively evaluate the watchstanders in each main propulsion machinery space. In accordance with the EOSS User's Guide, the watchstanders

must have controlling and immediate actions committed to memory and when the plant is stabilized, must refer to EOCC/EOP for supplementary actions.

d. To be eligible for the Engineering/Survivability Excellence award, the ship's first attempt to complete the Underway Demonstration (UD) must achieve a grade of "Above Average," or "Outstanding." If a ship completes certification during the Initial Assessment (IA), to be eligible for the award, the ship must achieve a grade of "Above Average," or "Outstanding." In the event the IA grade is lower, the ship has the option of conducting a subsequent UD to improve its grade and attempt award eligibility. The following grading criteria and formulation guide will be used to determine the overall operations grade at the conclusion of the UD. The minimum standard for operations effectiveness is 65% evolutions and 50% for engineering casualty control (ECC) drill effectiveness for each of the ship's two underway watch sections. If one or both watch sections fail to achieve this minimum standard, the overall operations grade of the UD is unsatisfactory and the ship will be required to conduct another full UD.

(1) ECC drill performance effectiveness for each watch section are the inputs to the Overall Operations Grade formulation. Evolution performance will carry a weighting factor of 60% of overall Operations grade and ECC drill performance carries a weighting factor of 40% of Overall Operations Grade.

(2) Overall UD Operations grades are formulated by applying the 0.60 weighting factor to the combined watch section evolutions score and 0.40 weighting factor to the combined watch section ECC drills score and adding those results together to achieve this grade.

OVERALL UD OPERATIONS GRADE:

Outstanding	**>.88**
Above Average	**.78-.88**
Average	**.68-.78**
Below Average	**.59-.68**
Unsatisfactory	**<.59 or below 50% drills or 65% Evolutions in either section**)

(3) Formulation Method: The total effective evolutions for both watch sections will be added together, divided by the total number of evolutions for both watch sections, and multiplied by 0.60. The total effective ECC drills for both watch sections will be added together, divided by the total number of drills for both watch sections, and multiplied by 0.40. The Overall Operations Grade is the combination of evolutions and ECC drills performance. Apply the weighting factor formula as follows: (combined sections effective evolutions percentage x 0.6 + combined sections effective ECC drills percentage x 0.4) = Overall score, then determine the adjective grade from above.

EXAMPLES:

Maximum possible combined overall score**:** (both sections are 100% evolutions and 100% drills)
$$1.0 \times 0.6 + 1.0 \times 0.4 = 1.0 \text{ overall}$$

Minimum possible combined (satisfactory) overall score: (both sections are 65% evolutions and 50% drills)
$$0.65 \times 0.6 + 0.50 \times 0.4 = 0.59 \text{ overall}$$

Specific example:
Section 1: 12 of 15 effective evolutions/4 of 6 effective drills
Section 2: 14/15 effective evolutions/5 of 6 effective drills
Formula calculation:
Evolutions: 12 + 14 = 26 of 30 evolutions = 0.867

Drills: 4 + 5 = 9 of 12 drills = 0.75
Overall: (0.867 x 0.6) + (0.75 x 0.4) = 0.82; resulting in an Overall Operations adjective grade of ABOVE AVERAGE.

e. In cases, where a ship achieves the operations standard (65% evolutions/50% ECC drills or better with two watch sections and a capable ETT), with the engineering plant meeting minimum equipment standards at the IA, the ISIC may request a UD waiver from the TYCOM. The waiver request will include a plan for the ship to accomplish the remaining Engineering Certification Criteria (i.e., management programs, material/safety devices, and high power/dynamic response,).

2204**. Final Evaluation Problem (FEP).** In accordance with reference (a), Type Commanders are responsible for certifying completion of Maintenance and Unit Level Training Phases (basic phase) unit level training and readiness for further training under the appropriate fleet commander. At this point, the ship should also be "Emergency surge" ready, i.e., ready to deploy immediately in support of national tasking, if required. "Emergency Surge" ready is defined in Article 2103. The ISIC's report following FEP is the basis of the Type Commander's certification of the ship's readiness for follow-on training or other operations.

a. During FEP, the ISIC, assisted by ATG, will validate the completion of Maintenance and Unit Level Training Phases (basic phase) training, based on the ship's ability to conduct multiple simultaneous combat missions and support functions and to survive complex casualty control situations under stressful conditions. This will include evaluation of all conditions of readiness that the ship is designed, manned and equipped to exercise.

b. During FEP, the ship will demonstrate the required levels of tactical proficiency and warfare knowledge to proceed to the intermediate phase of the inter-deployment cycle as well as the ability to sustain readiness through self-training while effectively employing all applicable embedded training devices. This will include assessment of ship's Integrated Training Team (ITT) and ship's training level, per article 2306. The ship is expected to attain Training Level II in all areas. In the event that a ship achieves less than Training Level II in any area, a plan for achieving Training Level II will be outlined in the FEP report. The ship's self-training capability, in concert with situational LTT support from the ATG, will be the basis for maintaining basic skill proficiency through Intermediate and Advanced Training and throughout the FRTP.

c. FEP should be completed well before the ship commences integrated (intermediate) training. If, for any reason, ISIC determines that FEP and Maintenance and Unit Level Training Phases (basic phase) training will not be completed by that time, a message report to TYCOM, INFO Numbered Fleet Commander, Training CARGRU, etc., will be provided stating circumstances and steps recommended to ameliorate this undesirable situation.

d. Following FEP, the ISIC will report FEP completion per Tab C of this section.

2205. **Light-Off Assessments (LOA).** ATGPAC/LANT assessment teams will assist ISICs in the conduct of formal LOAs on all new construction ships and on ships where availabilities exceed 120 days. The purpose of the LOA is to ensure the ship is capable of safely lighting off and operating its engineering plant prior to going to sea. ISICs may conduct LOAs for ships not meeting the 120-day requirement. In such cases, ATGPAC/LANT will support those events if requested by the ISIC and if scheduling permits. . The LOA will begin with the ship in a cold iron status. It will be complete when the ATGPAC/LANT assessment team has assessed all areas and the ISIC is able to make a determination of "Ready to Light-Off" or "Not Ready." A ship may be found "Not Ready to Light Off" but a "Clear Path to Light Off" is identified. The "Clear Path to Light Off" will identify those specific discrepancies that must be corrected to the ISIC's satisfaction in order to be "Ready for Light Off." Once the path to light-off has been achieved to the ISIC's satisfaction, the ship is "Ready to Light-Off. Another LOA will be required in the event a "Clear Path to Light-Off cannot be determined. In Order to complete LOA, all major equipment must be in commission or a clear path to light off must exist for the equipment not in commission. A clear path to

light off is defined as a point whether equipment has either passed cold checks or all cold checks have been completed to the point where a specific casualty or discrepancy is identified. Deficiencies are cleared through material rechecks.

a. New construction LOAs will consist of assessment of the following items:

(1) Firefighting capability assessment is based on the absence of fire hazards, the material condition of main propulsion and auxiliary space damage control equipment, adequacy of the ship's main space fire doctrine, repair locker readiness, and the main space fire drill conducted by the underway repair organization. A cold plant configuration main space fire drill conducted at LOA may not be used for Maintenance and Unit Level Training Phases (basic phase) training firefighting certification.

(2) Extensive safety walk-through and material assessment of the engineering plant using ATGLANT/PAC checklists. The walk-through will verify firefighting and damage control equipment readiness, absence of safety material discrepancies and that fire and personnel hazards do not exist. Material checks will be accomplished from the ATGPAC/LANT Safety checklists, the ISIC and ATG will coordinate to accomplish as close to 100 percent as possible cold checks. Deficiencies are cleared through material rechecks by ATG or the ISIC.

(3) Engineering management program review. Management Programs may be assessed as "sufficiently established to support light off" if the nature of the program and lack of program data resulting from new construction precludes a meaningful assessment. A review of programs addressed in paragraph 2202 b.(1)(c) during the past three months will be conducted. All management programs will be formally reassessed at the time of the IA. LOA results may be used in supporting this assessment.

(4) NAVOSH programs will be assessed as necessary only to determine the ship's readiness to light off. Program assessment will be limited to the Engineering Department unless the ship or ISIC requests a wider assessment.

(5) Ship's ability for two watchteams to conduct engineering evolutions.

b. TYCOM required post-available LOAs will consist of assessment of the following items:

(1) Fire fighting capability assessment is based on the absence of fire hazards, the material condition of main propulsion and auxiliary space damage control equipment, adequacy of the ship's main space fire doctrine, repair locker readiness, and the main space fire drill conducted by the underway repair organization. A cold plant configuration main space fire drill conducted at LOA may not be used for Maintenance and Unit Level Training Phases (basic phase) training firefighting certification.

(2) Material assessment results derived from equipment material checks, evaluation of the ship's awareness of material deficiencies (8 O'clock reports, DFS files, etc.), operating conditions of equipment and systems as observed during the assessment, and overall preservation, stowage and cleanliness of the propulsion plant will be evaluated. In order to complete an LOA, all major equipment must be in commission or a clear path to light-off must exist for equipment not in commission. The ISIC and ATG will coordinate to accomplish approximately 50% of the cold checks from the ATG material safety checklist. Deficiencies are cleared through material rechecks by ATG or the ISIC.

(3) Engineering management program review. Management Programs may be assessed as "sufficiently established to support light off" if the nature of the program and lack of program data resulting from the nature and duration of the availability precludes a meaningful assessment. A review of programs addressed in paragraph 2202 b.(1)(c) during the past three months will be

conducted. All management programs will be formally reassessed at the time of the IA. LOA results may be used in supporting this assessment.

(4) NAVOSH programs will be assessed as necessary only to determine the ship's readiness to light off. Program assessment will be limited to the Engineering Department unless the ship or ISIC requests a wider assessment.

c. ISIC requested post-availability LOAs not meeting the 120 day criteria will consist of any items deemed appropriate by the ISIC.

2206. **Amphibious Air Traffic Control Center (AATCC) Evaluation**. In addition to the foregoing assessments, LHA and LHD class ships will be assessed in their ability to support sustained flight operations at sea. Details are in Tab D to this section.

2207. **Forward Deployed Naval Forces (FDNF)**
a. The unique situation of FDNF ships, characterized by higher OPTEMPO and often complex operations, without respect to particular training phases, requires greater flexibility. Regardless, ships must maintain currency in Maintenance and Unit Level Training Phases (basic phase) certifications in order to maintain proficiency and readiness consistent with FRP. The sustained FDNF OPTEMPO should allow both training teams and crews to stay at a peak level and facilitate keeping CERTs current given the operational schedule.

b. CART I. FDNF ships conduct CART I on return from deployment or as determined by ISIC in conjunction with CO and ATG.

c. . CART II. FDNF ship CART IIs are conducted at a time agreed to by CO, ISIC, and respective ATG with appropriate regard for the availability of assessment teams. CART II must be done early enough to support tailoring/planning of any follow-on TSTAs and, if possible, should be done sufficiently after CART I to allow time to correct deficiencies. It should also be conducted as soon as practicable after completion of SRA/PMA. FDNF ship CART IIs may be additionally tailored to permit limited training team "on-the-spot-training" to address obvious discrepancies when TSTAs may not be scheduled early enough to correct a discrepancy prior to follow-on contingency operations. The final product of a FDNF ship's CART II will be a general FRTP plan agreed to by CO, ISIC and ATG. FDNF CART IIs will be conducted every 24 -6/+3 months. TYCOM permission is required to exceed 24 month periodicity.

d. TSTAs/LTTs, Maintenance and Unit Level Training Phases (basic phase) Certification, and Final Evaluation Problem (FEP). FDNF training/certification periods are designated by the ISIC with ATG support. Maintenance and Unit Level Training Phases (basic phase) Certifications and FEP periodicity is 24 –6/+3. PARA 2404 also applies to FDNF.

2208. **Reports.**
a. A post-CART I Report will be sent by the ship to the ISIC, info the appropriate type commander and regional ATG (see Tab A to this Section).

b. A pre-CART II Readiness Report will be sent to the ISIC, info the appropriate Afloat Training Group, citing the ship's readiness to commence CART II. Particular emphasis should be made to detail exceptions to the Continuous Training Requirements marked by "*"contained in the certification Tabs of Section 4 of this chapter. No specific format for this report is directed. The intention is to surface potential problem areas that may affect the conduct of CART II and follow-on training and to provide a POAM to correct.

c. Upon completion of CART II, ATG will send an end of CART II message to the ISIC. The ISIC will report the results of CART II (see Tab B to this Section) to the appropriate TYCOM no later than one-week following completion of CART II.

d. An end of FEP message will be provided by ATG to the ISIC upon completion of FEP. The ISIC will report the results of FEP / End of the Maintenance and Unit Level Training Phases (basic phase) (see Tab C to this Section) to the appropriate TYCOM no later than one-week following completion of the evaluation. Except for ships with follow on specialty training or with significant shortfalls requiring remedial action, the FEP report also marks the end of the Maintenance and Unit Level Training Phases (basic phase) training period. The FEP report is the basis of the TYCOM's report to the numbered fleet commander that the ship is ready to proceed to Intermediate and Advanced Phase training. If there are outstanding deficiencies at the end of FEP, the FEP report will include a POAM to correct and monthly updates from the ISIC until all items have been corrected. ISIC's report will include the following:

(1) The ship is proficient in all CART II developed training objectives listed in the tailored training syllabus, including attainment of Training Level II, as defined in Article 2306, for ship's training teams and associated watch teams.

(2) The ISIC will comment on specific TYCOM high interest items:

(a) Ability to operate at Condition I, IIAS, III, IV, Condition II DC, as appropriate for ship design and CO's Battle Orders.

(b) Status of school graduates.

(c) Status of multi-TADIL LINK proficiency, as appropriate for ship's capabilities.

(d) Ability to conduct nighttime operations.

(3) The ship has met the certification criteria in all mission areas and core competencies appropriate for the ship class and mission from Section 4 of this chapter.

(4) The ship has demonstrated the ability to conduct the following evolutions during night conditions (as appropriate for ship's design and mission): replenishment at sea, entering and leaving port, precision anchoring, man overboard, helo land/launch, VBSS, and hoist/lower boats.

(5) In the rare event the ISIC determines that some portion of the certification criteria can not or should not be completed, a request for a waiver, including rationale, will be included in the FEP report to the appropriate TYCOM.

e. The ship will file the necessary TRNGREPs reflecting the exercise completions that would verify the attained M-2 readiness goals in accordance with the mission area M-rating calculation described in Article 4303.

f. (Situational) FEP not complete by commencement of integrated (intermediate) training. (See Article 2204.c.)

g. Per reference (a), following receipt of ISIC's FEP completion report, the appropriate TYCOM will report to the appropriate fleet commander that the ship is ready to commence intermediate and advanced training phases.

Tab A: Sample CART I Report
B: Sample CART II Report
C: Sample FEP Report
D: AATCC Evaluation Team

E: Sample LOA report
F: Sample IA completion message
G: Sample Underway Demonstration Completion/Engineering Certification message

TAB A TO SECTION 2

SAMPLE CART I REPORT

R

FM SHIP

TO COMNAVSURFPAC SAN DIEGO CA//N1/N41/N7//
(*or*) COMNAVSURFLANT NORFOLK VA//N1/N41/N7//
ISIC
(*applicable*) COMAFLOATRAGRUPAC/LANT)
TRASUPPCEN (as appropriate)

UNCLAS //N03510//

MSGID/GENADMIN/SHIP//

SUBJ/USS SHIP CART I REPORT//

REF/A/DOC/COMNAVSURFOR/DATE//

AMPN/REF A IS SURFORTRAMAN.//

POC/JONES J.P./LT/SHIP/-/COMM:(619) 556-0905/DSN:526-0905//
RMKS/1. (SHIP) CART I WAS CONDUCTED XX-XX MONTH YYYY IAW REF A.

2. THE FOLLOWING IS A SUMMARY OF TRAINING LEVEL BY WARFARE AREA BASED
ON TRAINING TEAM PROFICIENCY AND WATCHTEAM PROFICIENCY: *(List will vary by ship type.*
Values are only for illustration)

```
    A.  AVIATION    III
    B.  AT/FP       II
    C.  AW          I
    D.  COMM        II
    E.  CRY         IV
    F.  EW          III
    G.  MEDICAL     III
    H.  INTEL       III
    I.  DC          II
    J.  ENG         II
    K.  NAV         I
    L.  SEAMANSHIP  II
    M.  STRIKE      I
    N.  SW          II
    O.  USW         III
    P.  VBSS        I
```

3. FORMAL SCHOOL TRAINING STATUS/PLANNED ACTION:
    A. CRITICAL BILLET SHORTFALLS:
    B. CRITICAL NEC SHORTFALLS:
    C. REQUIRED INDIVIDUAL SCHOOL/TEAM TRAINING QUOTAS:
    D. TADTAR REQUIREMENTS: *(Augment request if required)*
    E. _____ % COMPLETION OF TYCOM/NEC SCHOOL REQUIREMENTS.

4. SHIP TRAINING:

    A.   TRAINING STRENGTHS/WEAKNESSES: *(Based on performance Metrics wherever possible; e.g., drills/evolutions)*

    B.   WATCHTEAM REPLACEMENT PLANS AND PQS PROGRAM SATISFACTORY FOR ALL DEPARTMENTS WITH FOLLOWING EXCEPTIONS: *(List issues and exceptions)*

    C.   EQUIPMENT UPGRADES PROGRAMMED FOR SRA/PMA/UPK REQUIRING FORMAL TRAINING FOR EXISTING CREW MEMBERS OR ENROUTE TRAINING FOR NEW PERSONNEL.

5.   MATERIAL: *(Material assessment results including results of 3M self assessment (RAR/ACF/MDS/SAR))*

6. THE FOLLOWING CONTINUOUS TRAINING REQUIREMENTS WILL NOT BE MET BY CART II.*(list all CTR requirements, by warfare area, with primary reason for inability to complete and POAM to correct deficiency)*

7.   ITEMS REQUIRING TYCOM ASSISTANCE: *(ie: material/equipment shortfalls from CART checklists, support for attaining CTR's ,PMA/SRA concerns, sked conflicts that will disrupt/preclude training, etc.)*

8.   TIME BETWEEN RTN FROM DEPLOYMENT TO SRA/PMA.

9.   COMMANDING OFFICER COMMENTS.//

BT

TAB B TO SECTION 2

SAMPLE CART II REPORT

R

FM ISIC

TO COMNAVSURFPAC SAN DIEGO CA//N7/N43// OR COMNAVSURFLANT NORFOLK
VA//N7/N43// (AS APPROPRIATE)

INFO COMNAVSURFOR SAN DIEGO CA//N7//71/N72/N43// (LANT SHIPS)
COMNAVSURFLANT NORFOLK VA//N6/N7// (PAC SHIPS)
(APPLICABLE BG/PHIBGRU CDR)
(APPLICABLE MCMRON/CMWC AS APPROPRIATE)
(APPLICABLE COMAFLOATRAGRUPAC/LANT)
USS SHIP

UNCLAS //N03510//

MSGID/GENADMIN/ISIC//

SUBJ/USS SHIP (   ) CART II//

REF/A/DOC/COMNAVSURFOR/DATE//

REF/B/DOC/COMNAVSURFOR/DATE//

NARR/REF A SURFORTRAMAN. REF B FORCE ENGINEERING ASSESSMENT
POLICY.//

POC/JONES J.P./LT/ISIC/-/COMM:(619) 556-0905/DSN:526-0905//
RMKS/1. (SHIP) CART II WAS CONDUCTED XX-XX MONTH YYYY IAW REF A
INPORT/UNDERWAY IN _____ (NORVA/VACAPES OPAREA, MAYPORT OPAREA,
SAN DIEGO/SOCAL OPAREA, PEARL HARBOR/HAWAII OPAREA, EVERETT/PUGET
SOUND, SASEBO OPAREA, ETC.)

2. THE FOLLOWING IS A SUMMARY OF TRAINING LEVEL BY WARFARE AREA BASED
ON TRAINING TEAM PROFICIENCY AND WATCHTEAM PROFICIENCY:

   A. GRADES OF A, B, AND C AND TRAINING LEVELS ARE DEFINED IN REF A.
PLACE A, B, C, N/O (NOT OBSERVED), OR N/A (NOT APPLICABLE) IN
APPROPRIATE COLUMN. COMPUTE TRAINING LEVEL USING GRADE OF LEAST
PROFICIENT WATCHTEAM. READ IN SEVEN COLUMNS: AREA, TT (TRAINING
TEAM), TTP (TRAINING TEAM PROFICIENCY), I (CONDITION I), III S1
(CONDITION III, SECTION 1) III S2 (CONDITION III, SECTION 2) AND TL
(TRAINING LEVEL). (NOTE: NOT ALL SHIPS WILL HAVE EACH OF THE FOLLOWING
MISSION AREAS. LIST ONLY THOSE THAT APPLY)

AREA	TT	TTP	I	III S1	III S2	TL
AIR	ATT	A	A	A	B	II
AMW	CSTT	N/O SEE NOTE 1.				
AT/FP	FPTT	B	N/A	N/A	N/A	IV
AW	CSTT	C	C	C	C	V
CLF	STT (S)	A	B			II
COMM	CSTT	C	C	N/O	N/O	V

CRY	CSTT	C	C	C	N/O	V
EW	CSTT	B	B			III
FSO-M	MTT/DCTT (M)	A	A	A	B	II
FSO-S	STT (S)	N/O SEE NOTE 2				
INT	CSTT	B	B			III
MIW	CSTT	A	B			II
MOB-D	DCTT	A	B			II
MOB-E	ETT	B	B	A	B	III
MOB-N	STT (N)	C	C			V
MOB-S	STT (S)	B	B			III
STW	CSTT	A	A	A	A	I
SUW	CSTT	A	A			I
USW	CSTT	B	B			III
VBSS	CSTT	B	B			III

NOTE 1: AMW NOT OBSERVED DURING CART II. USS SHIP IS SKED FOR AMW
         SPECIALTY TRAINING MMM YYYY.
     2: FSO-S SPECIALTY TRAINING IS SKED FOR MMM YYYY.

    B. SMA/I CONDUCTED/SKED FOR/COMPLETED DD MMM YYYY. RESULTS
PROVIDED TO CO.

    C. AVIATION CERTIFICATION (AVCERT) CONDUCTED/SKED FOR/COMPLETED DD
MMM YYYY. RESULTS PROVIDED TO CO.

3. CONTINUOUS TRAINING REQUIREMENTS WERE MET/NOT MET AT CART II.
    A. CTR PREREQUISITES (DESCRIBED REF A SECTION 2402 PARA (C) NOT MET AT
CART II. (LIST/COMMENT ON RTT PREREQUISITES NOT MET).
    B. OTHER CTR'S (IAW REF A) NOT MET (LIST/COMMENT ON CTR'S NOT MET).

4. ACHIEVED ____% OF TYCOM/NEC SCHOOL REQUIREMENTS.

5. ENGINEERING INITIAL ASSESSMENT RESULTS ARE AS FOLLOWS: (IF IA
GRADE IS SUCH AS TO MAKE UD UNNECESSARY, THE APPROPRIATE UD ADJECTIVE
GRADE WILL BE ASSIGNED AND USED AS THE GRADE FOR THE IA AS IF A UD
HAD BEEN HELD AND THE PARAGRAPH WILL BEGIN "1. ENGINEERING INITIAL
ASSESSMENT RESULTS ARE AS FOLLOWS AND AN ADJECTIVE GRADE OF ABOVE
AVERAGE WAS ASSIGNED)." (NOTE: REF B CONTAINS FIVE ADJECTIVE GRADES.
IN THIS EXAMPLE "ABOVE AVERAGE" WAS USED.)

    A. MATERIAL - MINIMUM EQUIPMENT WAS MET/NOT MET. MATERIAL
CONDITION IS CAPABLE/NOT CAPABLE OF SUPPORTING TRAINING. THE SHIP'S
MATERIAL SELF-ASSESSMENT CAPABILITY WAS SATISFACTORY/NOT
SATISFACTORY.
        (1) ITEM(S) OF PRIORITY: LIST EACH IOP, PUT NONE WHERE APPLICABLE
        (2) REPAIR BEFORE OPERATE (RBO) IDENTIFIED:
         LIST EACH RBO, PUT NONE WHERE APPLICABLE
        (3) ALL SAFETY DEVICES WITHIN PERIODICITY/SPECIFICATIONS
         MET/NOT MET.
        (4) A HIGH POWER DEMONSTRATION WAS/WAS NOT SUCCESSFULLY
COMPLETED.
        (5) A MANEUVERING TRANSIENT WAS/WAS NOT SUCCESSFULLY CONDUCTED.

    B. FIREFIGHTING - ONE MAIN SPACE FIRE DRILL WAS CONDUCTED AND WAS
ASSESSED AS EFFECTIVE/PARTIALLY EFFECTIVE/NOT EFFECTIVE.
(COMMENTS AS APPROPRIATE)

    C. OPERATIONS - TWO WATCH TEAMS WERE EVALUATED AND BOTH WERE ASSESSED AT LEVEL ___. SECTION ONE SUCCESSFULLY COMPLETED __ OF __ EVOLUTIONS (XX PERCENT) AND __ OF __ DRILLS (XX PERCENT). SECTION TWO SUCCESSFULLY COMPLETED __ OF __ EVOLUTIONS (XX PERCENT) AND __ OF __ DRILLS (XX PERCENT).

        (1)   ETT ASSESSED AT LEVEL (A, B OR C) CAPABLE/NOT CAPABLE OF SUPPORTING TRAINING.

        (2)   DCTT ASSESSED AT LEVEL (A, B OR C) CAPABLE/NOT CAPABLE OF SUPPORTING TRAINING.

    D. MANAGEMENT:

       (1) X OF 15 PROGRAMS ASSESSED AS EFFECTIVE:

       (LIST PROGRAMS)

       (2) X OF 15 PROGRAMS ASSESSED AS PARTIALLY EFFECTIVE:

       (LIST PROGRAMS)

       (3) X OF 15 PROGRAMS ASSESSED AS NOT EFFECTIVE:

       (LIST PROGRAMS)

    E. SAFETY PROGRAMS:

       (1) X OF 4 PROGRAMS ASSESSED AS EFFECTIVE

       (LIST PROGRAMS)

       (2) X OF 4 PROGRAMS ASSESSED AS PARTIALLY EFFECTIVE

       (LIST PROGRAMS)

       (3) X OF 4 PROGRAMS ASSESSED AS NOT EFFECTIVE

6. DETAILED OBSERVATIONS WERE PROVIDED TO THE COMMANDING OFFICER WITH ELECTRONIC COPIES PROVIDED TO ISIC.

7. ATG CONCURS/DOES NOT CONCUR.//
BT

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TAB C TO SECTION 2

SAMPLE FEP REPORT

Note: The following message is provided to illustrate the level of detail required concerning anything that might be outstanding at the conclusion of FEP and would therefore be reportable by ISIC. Because this message is provided for illustrative purposes, it contains more examples of exceptions than would be acceptable at the completion of unit maintenance phase (basic phase) training, especially considering a ship is expected to be "emergency surge" ready at this point in the FRP. In a word, this particular message would never have been sent and the ship would have to be scheduled for additional training until the exceptions were either eliminated or reduced to clearly manageable levels.

R

FM ISIC

TO COMNAVSURFPAC SAN DIEGO CA//N7/N43// OR COMNAVSURFLANT NORFOLK VA//N7/N43// (AS APPROPRIATE)

INFO USS SHIP
COMNAVSURFOR SAN DIEGO CA//N6/N7// (LANT SHIPS)
COMNAVSURFLANT NORFOLK VA//N6/N7// (PAC SHIPS)
(GROUP COMMANDER, AS APPROPRIATE)
(TRAINING CARGRU FOR BG SHIPS)
(PHIBRON FOR ARG SHIPS)
(COMINEWARCOM CORPUS CHRISTI TX FOR MIW SHIPS)
(COMAFLOATRAGRU FOR APPROPRIATE SERVICING ATG)//N00T//

UNCLAS //N03510//

MSGID/GENADMIN/ISIC//

SUBJ/FEP COMPLETION - END OF BASIC PHASE REPORT//

REF/A/DOC/COMNAVSURFOR/DATE//

AMPN/SURFORTRAMAN//

RMKS/1. FOL REPORT SUBMITTED IAW REF A.

2. PER REF A, (ISIC NAME), SUPPORTED BY ATG, HAS CERTIFIED USS SHIP HAS COMPLETED FEP AND THE UNIT MAINTENANCE PHASE (BASIC PHASE) OF TRAINING ON DD MM YY.
   A. USS SHIP COMPLETED ALL CART II DEVELOPED TRAINING OBJECTIVES LISTED IN THE SHIPS TAILORED TRAINING SYLLABUS, INCLUDING ATTAINMENT OF TRAINING LEVEL I (OR II, AS APPROPRIATE) FOR SHIP'S TRAINING TEAMS AND ASSOCIATED WATCHTEAMS/WATCHSTANDERS. IN ADDITION, THE SHIP HAS DEMONSTRATED THE FOLLOWING (THE PURPOSE OF THE FOLLOWING LIST IS TO IDENTIFY CERTAIN TYCOM HIGH INTEREST ITEMS):
        (1) DEMONSTRATED THE ABILITY TO OPERATE AT CONDITION I, IIAS, III, IV, CORE FLEX, BLUE/GOLD (AS APPLICABLE).

(2) ___% OF TYCOM/NEC SCHOOL REQUIREMENTS HAVE BEEN ACHIEVED AND A PLAN IS IN PLACE TO ACHIEVE 100% PRIOR TO DEPLOYMENT (INDICATE EXCEPTIONS).

(3) ACCOMPLISHED/DID NOT ACCOMPLISH LINK AND MULTI-TADIL LINK PROFICIENCY.

(4) SHIPWIDE WATCH BILL REPLACEMENT PLANS ARE IN PLACE AND CAN/CANNOT SUPPORT FUTURE OPERATIONS.

(5) USS SHIP DEMONSTRATED THE REQUISITE PROFICIENCY TO CONDUCT NIGHTTIME OPERATIONS THROUGH THE COMPLETION OF THE REQUISITE EXERCISES LISTED IN THE APPROPRIATE CERTIFICATION TABS OF CHAPTER 2 SECTION 4 OF REF A WITH THE FOLLOWING EXCEPTIONS:

(A) AVIATION: HELO LAND/LAUNCH DUE TO LACK OF HELO SERVICES. SKED FOR HELO SERVICES WEEK OF DD MMM YY.

(B) SEAMANSHIP: SERVICES UNAVAILABLE. NIGHT CONREP AND VERTREP SKED DURING WEEK OF DD MMM YY.

(C) NAVIGATION: NIGHT HARBOR NAVIGATION PACKAGE NOT COMPLETED. SKED FOR WEEK OF DD MMM YY

(D) AMPHIBIOUS WARFARE: SKED TO BE COMPLETED DURING AST MMM YY

(E) VBSS/MIO: NIGHTTIME VBSS HI/LOW FREEBOARD EXERCISE NOT COMPLETED. SKED FOR WEEK OF DD MMM YY

(6) USS SHIP HAS/HAS NOT DEMONSTRATED THE ABILITY TO CONDUCT ONBOARD SINGLE UNIT TRAINING USING SHIP'S INTEGRATED TRAINING SYSTEMS (BFTT, BEWT, OBT, CMTPC, SG&R, etc.)

3.   USS SHIP IS AT LEAST M-2 (TRAINING) IN SORTS IN ALL MISSION AREAS. (INDICATE EXCEPTIONS).

4.   USS SHIP HAS MET CNSF CERTIFICATION CRITERIA IN ALL MISSION AREAS AND CORE COMPETENCIES RELATED TO THIS SHIP CLASS, EXCEPT (LIST ONLY THOSE AREAS WHERE DEFICIENCIES EXIST):

A. AAW: AAW-11A-SF TP-11B-SF, AAW-11C-SF AND AAW-27-SF SKED FOR MMM YY.

B. USW: LIVE AIR SERVICES WERE NOT AVAILABLE, SO COORDINATED EMPLOYMENT OF USW AIR ASSETS AND LAMPS TORPEDO DROP WERE NOT DEMONSTRATED. SERVICES AND RANGES AVAILABLE DURING C2X AND PLANNED FOR COMPLETION IN THE INTERMEDIATE PHASE OF TRAINING.

C. SUW: FIREX I NOT COMPLETE. FIREX I SKED DURING WEEK OF DD MMM YY.

D. AMW: SEE PARA 2.A.(5)(D). AST NOT COMPLETE. SKED FOR COMPLETION DD MM YY

E. COMMS: CRC (CCC-19-SF) NOT COMPLETED. SKED FOR DD MMM YY.

F. EW: LIVE CHAFF FIRING NOT CONDUCTED. ___ CLEARANCE NOT OBTAINED. SKED FOR C2X.

G. INTEL: SHIPS INTELLIGENCE CAMERA IS INOPERATIVE. MALFUNCTIONED DURING FEP. REPLACEMENT ORDERED.

H. CRYPTOLOGY: DUE TO UNPLANNED LOSSES, ONLY ONE WATCHTEAM DEMONSTRATED PROFICIENCY. SHIP CRYPTOLOGY MANNING IS AT 50%. EMIR SUBMITTED TO ADDRESS CT MANNING SHORTFALLS. USS SHIP DTG XXXXXXZMMMYY REFERS. DETAILERS PROJECT CT BILLET SHORTFALLS TO BE FILLED ONE MONTH PRIOR TO DEPLOYMENT. REQUIRE TYCOM ASSISTANCE. REF XX REFERS.

I. STW: SHIP PARTICIPATION IN SLAMEX EXERCISES IS NOT CURRENT. USS SHIP WILL PARTICIPATE IN MONTHLY EXERCISES

J. AVIATION: SEE PARA 2.A.(5)(A).

K. MEDICAL: MRA NOT COMPLETED. SKED WITHIN 90 DAYS OF DEPLOYMENT IN Q4.

L. SUPPLY: SMI NOT COMPLETED. CERTIFIED IN S-1 AND S-2 AT SMA ON DD MMM YY. SMI FOR S-3 SKED DD MMM YY

M. PMS: CERTIFIED IN RAR AND MDS DURING INITIAL PMS ASSESSMENT BUT NOT IN ACF. TRAINING CONDUCTED BY ATG DURING BASIC TRAINING PHASE. PMS CERT SKED FOR DD MMM YY.

N. DAMAGE CONTROL: CMWD SYSTEM IS ONLY ___% EFFECTIVE OF DESIGN CAPABILITY. CASREP XX-XXX REFERS. REPAIRS IN PROGRESS. OP TEST SKED FOR DD MMM YY

O. ENGINEERING: UNDERWAY DEMO NOT COMPLETE. XX ENGINEERING MANAGEMENT PROGRAMS NOT YET CERTIFIED. UD DEFERRED DUE TO PERS TURNOVER AND/ OR ENGINEERING STATE OF MATERIAL READINESS (CASREPS XX-XXX, XX-XXX, XX-XXX, ETC REFER). PROGRAMS ON TRACK FOR CERTIFICATION BY DD MMM YY. ATG TRAINING VISITS/LTT SKED FOR DD MMM YY. UD SKED FOR DD MMM YY.

P. DIVING AND SALVAGE: NOT COMPLETED. SKED FOR DD MM YY

Q. COMBAT LOGISTICS: (AOE/LHD/LHA/LPD ONLY). REFUELING EXERCISE CANCELLED DUE TO WEAX. RESKED FOR ARG CERT DD MMM YY.

R. MINE WARFARE: ACOUSTIC RANGING NOT COMPLETED. LACK OF FACILITIES. RECOMMEND WAIVER. (INGLESIDE ONLY)

S. VBSS/MIO: SEE PARA 2.A.(5)(E).

T. SEAMANSHIP: SEE PARA 2.A.(5)(B).

U. NAVIGATION: SEE PARA 2.A.(5)(C).

5. RECAP OF ALL CERTS ATTAINED/STATUS AND DATE ATTAINED:

6. USS SHIP IS/IS NOT READY TO PROCEED TO INTEGRATION (INTERMEDIATE) AND SUSTAINMENT (ADVANCED) TRAINING AND IS CONSIDERED EMERGENCY SURGE READY.

7. ATG CONCURS/DOES NOT CONCUR//

BT

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TAB D TO SECTION 2

AMPHIBIOUS AIR TRAFFIC CONTROL CENTER (AATCC) EVALUATION TEAM

Ref: (a) NAVAIR AE-LHATC-OPM-000 (Amphibious Air Traffic Control Manual)
     (b) NAVAIR 00-80T-106 (LHA/LHD NATOPS Manual)

1. **General**. The AATCC Evaluation Team, composed of air traffic control TYCOM-designated personnel,[1] has been established to ensure AATCC crews have satisfactorily completed prescribed standards and training requirements and to determine their ability to support sustained flight operations at sea. AATCC Evaluation Team visits are conducted during unit maintenance phase (basic phase) and integration (intermediate) phases of the FRTP.

2. **Unit Maintenance Phase**. AATCC Team Training is conducted during this phase. Each AATCC crewmember shall attend the Amphibious Air Traffic Control Center Team Training Course (C-222-2020) once during this phase or twice if this phase exceeds six months. In the event that the interval between maintenance periods exceeds 24 months, the course should be rescheduled. Team Training requests shall be coordinated and submitted via the respective TYCOM.

　　　a. During this phase the AATCC Evaluation Team will participate in CART II, with particular emphasis on the PQS Program, including the short and long-range training plans.

　　　b. An AATCC onboard Evaluation Team visit shall be conducted during this for the purpose of conducting an AATCC Proficiency Certification. This certification certifies the AATCC as "safe to conduct flight operations" and also includes the following:

　　　　　(1) Execution of the AATCC Quality Assurance Checklist contained in reference (a).

　　　　　(2) Validation that required directives, instructions and publications are current.

　　　　　(3) Determination that training and PQS programs are in accordance with standards.

3. **Integration Phase**.

　　　a. An AATCC onboard Evaluation Team visit shall be conducted during the integration phase for the purpose of classifying AATCC status as qualified, conditionally qualified or not qualified for amphibious ready group integrated operations. This determination is based on the following criteria:

　　　　　(1) Observation of AATCC Team to safely control air traffic during CASE III operations, as defined in reference (b).

　　　　　(2) Satisfactory score on TYCOM administered closed book LHA/LHD NATOPS examination.

　　　　　(3) Effectiveness of the training, PQS and administrative programs.

　　　b. Additional AATCC Evaluation Team visits are available and may be arranged through the respective TYCOM.

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[1] For COMNAVSURFPAC, this function is exercised by COMTACGRU ONE.

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TAB E TO SECTION 2

SAMPLE LOA COMPLETION REPORT

LOA Completion. At the completion of the Light-Off Assessment, the ISIC will make a report of the results to the TYCOM, information to the applicable Navy Shipyard or SUPSHIP, Regional Maintenance Coordinator, and IMA. The LOA completion message should state the ship is safe and ready to light-off, and address conditions, which warrant Type Commander notification (e.g. material conditions which do not support assessment, inability to achieve production completion date, etc). The LOA completion message should be sent within two working days after LOA completion.

FROM (ISIC or SUPSHIP (as appropriate))

TO (COMNAVSURFPAC N7/N71/N43/N3/ COMNAVSURFLANT N7/N71/N43/N3//)

INFO

(APPLICABLE ATG)

(SHIPYARD)

(SUPSHIP)

(IMA)

(RSG)

(SHIP)

BT

UNCLAS //N03540//

SUBJ/USS (SHIP'S NAME) LOA COMPLETION REPORT//

RMKS/1. AN LOA WAS CONDUCTED (DATE/LOCATION). (SHIP'S NAME) (IS/IS NOT) READY TO LIGHT-OFF.

2. (SHIP'S NAME) WAS ASSESSED AT (LOCATION) BY (ORGANIZATIONS PARTICIPATING IN QUALIFICATION TEAM(S)).

3. ITEMS OF PRIORITY AND REPAIR BEFORE OPERATE DISCREPANCIES:

 A. DEFICIENCY NAME:

 B. CSMP/JCN:

 C. CASREP NR:

 D. STATUS OF CORRECTION:

 E. REQUESTED TYCOM ASSISTANCE (IF REQUIRED):

 F. ADDITIONAL REMARKS:

4. COMMENTS: (IF THE SHIP IS FOUND "NOT READY TO LIGHT-OFF",
STATE WHAT CORRECTIVE ACTIONS ARE REQUIRED, WHICH ORGANIZATION
MAY VALIDATE CORRECTION, AND WHEN THE SHIP IS EXPECTED TO ATTAIN
A "READY TO LIGHT-OFF..." STATUS. ISIC'S MUST VERIFY COMPLETION
OF OUTSTANDING ITEMS BY MESSAGE TO SAME ADDEES PRIOR TO LIGHT-
OFF).//

5. ATG (CONCURS/DOES NOT CONCUR). *Provide detailed specifics on*
on areas in which ATG does not concur.//

BT

TAB F TO SECTION 2

SAMPLE IA COMPLETION MESSAGE

IA COMPLETION. Following completion of the Initial Assessment, ISIC will send a message report to TYCOM, information to Fleet CINC (N43), Commander, Naval Surface Forces, Strike Group Commander, and ATG. In addition to reporting results, the message will identify actual overall operations grade (using UD formula), major items pertaining to materials, firefighting, operations adjective scoring, management programs and fire retardant coverall percentage compliance. The following format shall be used for reporting IA completion message:

FM (ISIC)

TO COMNAVSURFPAC SAN DIEGO CA//N7/N71/N43/N3 OR COMNAVSURFLANT NORFOLK VA//N7/N71 N43/N3// (AS APPROPRIATE)

INFO CINCLANTFLT NORFOLK VA//N43// (LANT SHIPS ONLY)
CINPACFLT PEARL HARBOR HI//N43// (PAC SHIPS ONLY)
COMNAVSURFOR SAN DIEGO CA//N7/N71/N72/N43//
COMNAVSURFLANT NORFOLK VA//N7/N3/N43// (PAC SHIPS ONLY)
(APPLICABLE STRIKE GROUP COMMANDER)
(APPLICABLE CMWC AS APPROPRIATE)
(APPLICABLE ATG)
USS (SHIP)
BT

UNCLAS //N03510//

MSGID/GENADMIN/ISIC//

SUBJ/USS SHIP ENGINEERING INITIAL ASSESSMENT (IA) RESULTS//

REF/A/DOC/COMNAVSURFOR/(RELEASE DATE OF SFTM)//

AMPN/REF A IS THE SURFACE FORCE TRAINING MANUAL.//

POC/NAME/RANK/ISIC/-/PHONE://

RMKS/1. USS SHIP IA WAS CONDUCTED (DATE) IAW REF A UNDERWAY IN (OPERATING AREA/PORT).

2. ENGINEERING INITIAL ASSESSMENT RESULTS ARE AS FOLLOWS:

   A. MATERIAL – MINIMUM EQUIPMENT WAS MET/NOT MET. MATERIAL CONDITION IS CAPABLE/NOT CAPABLE OF SUPPORTING TRAINING. THE SHIP'S MATERIAL SELF-ASSESSMENT CAPABILITY WAS SATISFACTORY/NOT SATISFACTORY.
   (1) ITEM OF PRIORITY (IOP) IDENTIFIED: LIST EACH IOP, PUT NONE WERE APPLICABLE
   (2) REPAIR BEFORE OPERATE (RBO) IDENTIFIED: LIST EACH RBO, PUT NONE WHERE APPLICABLE
   (3) ALL SAFETY DEVICES WITHIN PERIODICITY/SPECIFICATIONS MET/NOT MET.
   (4) A HIGH POWER DEMONSTRATION WAS/WAS NOT SUCCESSFULLY CONDUCTED.
   (5) A MANEUVERING TRANSIENT WAS/WAS NOT SUCCESSFULLY CONDUCTED.

B. OPERATIONS – TWO WATCH TEAMS WERE EVALUATED AND BOTH WERE ASSESSED AT LEVEL ____. SECTION ONE SUCCESSFULLY COMPLETED ___ OF ___ EVOLUTIONS (____PCT) AND ___OF___ DRILLS (___PCT). SECTION TWO SUCCESSFULLY COMPLETED ___OF ___EVOLUTIONS (___PCT) AND ___OF___ DRILLS (___PCT). OVERALL IA ADJECTIVE GRADE (IF APPLICABLE. DERIVED FROM UD OPERATING FORMULA).

C. FIREFIGHTING – ONE MAIN SPACE FIRE DRILL WAS CONDUCTED AND WAS ASSESSED AS EFFECTIVE/PARTIALLY EFFECTIVE/NOT EFFECTIVE. DAMAGE CONTROL TRAINING TEAM WAS/WAS NOT EFFECTIVE.

D. MANAGEMENT:
(1) X OF 15 PROGRAMS ASSESSED AS EFFECTIVE: (LIST PROGRAMS)
(2) X OF 15 PROGRAMS ASSESSED AS PARTIALLY EFFECTIVE: (LIST PROGRAMS)
(3) X OF 15 PROGRAMS ASSESSED AS NOT EFFECTIVE: (LIST PROGRAMS)

E. FIRE RETARDANT COVERALL COMPLIANCE (LIST IN PERCENTAGE).

F. ENGINEERING CONTINIOUS TRAINING REQUIREMENTS (CTR) WERE MET/NOT MET (COMMENT ON ITEMS NOT MET).

3. DETAILED OBSERVATION WAS PROVIDED TO THE COMMANDING OFFICER.

4. ATG CONCURS/DOES NOT CONCUR.//

BT

TAB G TO SECTION 2

SAMPLE UNDERWAY DEMONSTRATION COMPLETION/ENGINEERING CERTIFICATION MESSAGE

Following completion of the Underway Demonstration, the ISIC will send a message report to the TYCOM, information to Fleet CINC (N43), Commander, Naval Surface Forces, Strike Group Commander, and ATG. In addition to reporting certification, the message will identify major items that require correction, but do not restrict certification or safe operations. In addition to reporting results, the message will identify actual overall operations grade (using UD formula). The ISIC will ensure and verify corrective action to any items noted. Use the following format for reporting Underway Demonstration completion:

FROM (ISIC)

TO COMNAVSURFPAC SAN DIEGO CA //N7/N43/N3// OR COMNAVSURFLANT NORFOLK VA//N7/N43/N3// (AS APPROPRIATE)

INFO CINCLANTFLT NORFORK VA//N43// (LANT SHIPS ONLY)
CINCPACFLT PEARL HARBOR HI//N43// (PAC SHIPS ONLY)
COMNAVSURFOR SAN DIEGO CA//N7/N71/N72/N43//
COMNAVSURFLANT NORFOLF VA//N7/N3/N43// (PAC SHIPS ONLY)
(APPILCABLE STRIKE GROUP COMMANDER)
(APPLICABLE CMWC AS APPROPRIATE)
(APPLICABLE ATG)
USS (SHIP)

UNCLAS //N03540//

SUBJ/USS (SHIP'S NAME) ENGINEERING CERTIFICATION REPORT//

REF/A/DOC/COMNAVSURFOR/(SFTM RELEASE DATE)//

AMPN/REF A SURFACE FORCE TRAININ MANUAL. REF B FORCE ENGINEERING ASSESSMENT READINESS POLICY.//

POC/LAST NAME.FIRST INITIAL/RANK/ISIC/PHONE://

RMKS/1. AN UNDERWAY DEMONSTRATION WAS CONDUCTED IN (SHIP's NAME)ON (DATE) RESULTS ARE AS FOLLOWS:

2. OPERATIONS - TWO WATCH TEAMS WERE EVALUATED AND BOTH WERE ASSESSED AT LEVEL ____. SECTION ONE SUCCESSFULLY COMPLETED ___ OF ___ EVOLUTIONS (____PCT) AND ___OF___ DRILLS (___PCT). SECTION TWO SUCCESSFULLY COMPLETED ___OF ___EVOLUTIONS (___PCT) AND ___OF___ DRILLS (___PCT). OVERALL UD ADJECTIVE GRADE (DERIVED FROM REF B). THIS SHIP (IS/IS NOT) CERTIFIED FOR UNRESTRICTED ENGINEERING OPERATIONS AND INTERMEDIATE TRAINING:

3. SIGNIFICANT ISSUES REQUIRING TYCOM ATTENTION: (IF REQUIRED)

4. ITEMS OF PRIORITY:

5. REPAIR BEFORE OPERATE:

6. ADDITIONAL REMARKS://
BT

SECTION 3

MAINTENANCE AND UNIT LEVEL TRAINING PHASE (BASIC PHASE) TRAINING

Ref: (a) CINCPACFLT/CINCLANTFLTINST 4790.3, Vol 5. (Joint Fleet Maintenance Manual)

2301. **General**: The purpose of Maintenance and Unit Level Training Phase (basic phase) training is to sharpen the ship's fighting edge by ensuring that the ship's watchteams can fully execute the wide variety of missions for which the ship was designed. Ideally, through the use of exercises, training evolutions supported by an onboard training organization, simulation and operations, the ship will maintain its training readiness throughout the FRTP and deployment. However, personnel turnover and periods of maintenance will inevitably impose some costs in training readiness. Maintenance and Unit Level Training Phase (basic phase) training is designed to ensure, and restore as required, the ship's training self-sufficiency through assessment, focused training of watchteams, and refreshment of shipboard training teams to carry the ship through the FRTP and deployment. Training following CART II, leading up to FEP, is a Tailored Ship's Training Availability (TSTA), utilizing a Tailored Training Syllabus developed jointly by ATG and the commanding officer, and approved by the ISIC. The length and number of phases of TSTA training will be determined by a number of factors including the results of the CART II, ATG recommendations, commanding officers input, and fleet employment schedules. ATG metrics on required training periods to achieve various certifications provide valuable input into the scheduling.   While the nominal Maintenance and Unit Level Training Phase (basic phase) training period covers a sixteen week period, it will contain required underway time as determined by the ISIC based on training objectives developed during CART II, with ATG assistance. Continuous certification, based on CNSF provided criteria, applies throughout. Progress is measured by a declining list of training objectives and improvement in both training team and watch team proficiency. The purpose of TSTA is to complete all outstanding TYCOM certifications, prepare for FEP, and ensure shipboard training teams are ready to support the ship throughout the FRTP.

2302. **Shipboard Training Teams**. The shipboard training teams, described in Chapter 3, Section 1 of this manual are the primary agents for training self-sufficiency. Shipboard training teams shall play an active, aggressive role in the preparation and execution of training evolutions. Training for watch teams shall be conducted using on-board trainers and simulators, and training exercises at sea.   Inport training should be planned and scheduled to take maximum advantage of both installed/embedded and shore based mobile team training devices and participation in regional inport training events. Inport training is further discussed in Tab A to this section.

2303. **Training Scenarios**: Scenario based training using shipboard training teams requires thoroughly developed training scenarios in order to be effective. In order to reduce administrative overhead and allow shipboard training teams additional time to focus on achieving training objectives, the Afloat Training Groups have been assigned the responsibility for developing, documenting, and archiving unit level training scenarios and drill guides to be used during Maintenance and Unit Level Training Phase (basic phase) training. This will also facilitate standardization of quality, completeness and applicability of scenarios across and within ship classes. ISICs may request the Afloat Training Groups to develop additional unit level scenarios that support training for specific mission tasks.

        a. Scenarios will meet approved training objectives that require demonstration of mission area and core competency proficiency. Stand-alone (single mission area proficiency), complex, and integrated scenarios (CART II/FEP) will facilitate assessment of all mission area watchteam and training team proficiency levels. CART II/FEP scenarios will also require the ship to demonstrate a unit-level self-training capability in a coordinated multi-threat environment
        b. For ships with the Aegis Weapon System, scenarios developed by the Afloat Training Group will be compatible with previously developed ACTS scenarios currently on file with Aegis Training and Readiness Center Detachments (ATRC). The ATRC have the capability to modify and store revised ACTS scenarios to achieve specific mission area proficiency as well.

c. For BFTT capable ships, the Afloat Training Groups will collect and develop BFTT training scenarios that support demonstration of mission area proficiency.

d. No one ship of any class is built or outfitted exactly the same. Therefore, fine distinctions in training scenarios will need to be validated by the individual ships' training teams, including hot and cold checks where required. Afloat Training Groups will assist with this effort.

e. Training self-sufficiency remains a principal objective prior to completion of Maintenance and Unit Level Training Phase (basic phase) training. Shipboard training teams are expected to plan, brief, conduct and debrief training evolutions; raise watchstander level of knowledge; assess readiness and effectiveness of watchteams; and analyze problem areas or training deficiencies and initiate corrective action.

2304. **Simulation**: Simulation provides an excellent tool to the ship to train conveniently and inexpensively. Appendix C of this manual lists the simulation devices approved to complete required exercises. The use of installed or imbedded simulation to prepare for complex exercises, scheduled underway periods or other training events is <u>required</u> in order to make efficient use of scarce resources: underway time, services, etc.

2305. <u>ISIC Assessment</u>: ISIC assessments at CART II, during TSTA, and at FEP will be based on a combination of training self-sufficiency as expressed in training team proficiency and in performance as expressed in watch team proficiency. This combination is termed "Training Level," and is further defined in the following paragraph. The ISIC's assessment of the ship's training level and readiness to proceed to integrated and sustainment (intermediate and advanced) training will be based on the following elements:

a. Demonstrated training level (per paragraph 2306 following).

b. Completion of required qualifications and certifications (per Section 4 of this chapter).

c. Performance of the ship in its mission areas and core competencies, evaluated using the criteria in Section 4 of this chapter.

2306. <u>**Training Level**</u> A ship's training level is a combination of the proficiency of its watchstanders to perform their duties and the ability of the ship to sustain that training through its training team organization. The ISIC will assess the ship's training level at FEP. This assessment applies to each of the Maintenance and Unit Level Training Phase (basic phase) certifications listed in Figure 2-4-2, except for 3M. The following relate to Figure 2-3-1 which is intended as a tool to assist ISICs and Commanding Officers in this assessment.

a. Training Level. Training Levels I through V can be shown in the following table as the intersections of Training Team Performance and Watchstander Proficiency, using the definitions provided below.

Training Team Proficiency

Low → High

Watch Team Proficiency	Level	C	B	A
	C	V	IV	III
	B	IV	III	II
	A	III	II	I

Figure 2-3-1 Training Levels

b. Watchstander Proficiency:

(1) Level A: Watchstanders able to consistently react correctly during sustained, stressful operations that involve transition to an increased level of readiness.

(2) Level B: Watchstanders able to correctly perform routine duties commensurate with their rate/rating and watchstation with minimal prompting.

(3) Level C: Watchstanders assigned to all required watch stations but proficiency is weak.

c. Training Team Proficiency:

(1) Level A: Training Team able to effectively conduct scenario based training, integrated with one or more other teams. Able to effectively plan, execute, and accurately assess and debrief their participation in a complex, stressful multi-mission scenario. Training team effectively employs embedded onboard training devices to train crew.

(2) Level B: Training teams able to effectively conduct single mission area scenario based training and is able to demonstrate proficiency with embedded training devices.

(3) Level C: Training teams in place and qualified for the positions they are observing. Ability to conduct scenario-based training; i.e., plan, brief, execute and debrief, is weak.

2307. **Training during Pre-Maintenance Availability Periods**. Training emphasis during the pre-maintenance and maintenance period should be focused on the following areas:

a. Developing / Executing a training plan that includes:

(1) Shore-based combat systems team training.

(2) Formal schools training. (Use NTMPS and IBFT to track required training)

(3) Afloat Training Group assistance visits.

(4) Continuous training to maintain operator proficiency.

(5) Shipboard Training Team Course

(6) Watchstander / Watch Team Training

(7) Personnel Qualification

b. If possible, a formal safety survey by the Naval Safety Center should be scheduled before overhaul. Special emphasis should be given to safety training in the potential hazards and safety requirements of the industrial environment.

c. Quality Assurance (QA) training requirements, detailed in reference (a), shall be reviewed and appropriate training conducted.

2308. **Training Following Return From Deployment and During Maintenance Availabilities**. To meet the overall objective of the Maintenance and Unit Level Training Phase (basic phase), ships must plan and accomplish as much individual and team training as possible following return from deployment and during major maintenance availabilities. The specific training guidelines for post-deployment ships and those in depot level major maintenance availabilities are detailed in the following subparagraphs.

a. Formal Schools Training. TYCOM required schools are listed in NTMPS database. The goal in each mission area should be to complete as much of the required formal schooling specified in NTMPS as possible following return from deployment and by the end of the maintenance availability. Emphasis should be placed on individual and team training required to prepare for the initial underway period and on the completion of all school requirements to support underway training availabilities.

(1) Particular emphasis should be placed on a thorough review of the Ship's Overhaul Modernization Manning and Training Improvement Program (SOMMTIP) document produced by NAVSEA. The primary purpose of this document is to highlight manning changes and training requirements generated by equipment installed or modified during the availability.

(2) Applicable training OPORDs and checklists should be reviewed to ensure all training school requirements are completed.

(3) Review the IBFT database, which lists all required C4ISR training, including contractor provided training and formal schools, for ships within 20 months of deployment. See paragraph D-107.

(4) Review NTMPS database for TYCOM formal school requirements.

(5) CTR's now include at least **80 %** (for USW and BMD 85%) completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements. For those school requirements not complete, a quota must be obtained and scheduled.

b. Watchstander/Watch Team Training. In addition to formal school team training, ships in major maintenance availabilities should explore opportunities to cross deck individuals and teams to other operating ships, where appropriate, to maintain operational proficiency and to correct training deficiencies. ISICs can assist in this process by formally designating a school or training ship on a rotating basis to serve as a training platform for ships in overhaul or undergoing major maintenance.

c. Personnel Qualifications. Shipboard PQS programs should be reviewed to identify new equipment and systems that require PQS coverage, to implement PQS standards for new personnel, and to determine required watch station qualifications in preparation for propulsion plant light-off and sea trials. The projected watchbill is a powerful management tool to validate current PQS/training levels.

d. Shipboard Training Teams. Commanding Officers should review the organization of shipboard training teams required by Chapter 3 of this manual, and take action to maintain teams upon return from deployment and through the overhaul and post-overhaul training. Attendance of the ATG Shipboard Training Team Course early in the overhaul is strongly encouraged.

2309. **New Construction Shakedown Training Requirements**

a. The purpose of shakedown training is to ensure that a ship is safe to operate. Shakedown training occurs between commissioning and Post-Shakedown Availability, or commissioning and Combat Systems Ship Qualification Trials (CSSQT) for ships so scheduled. It forms the first step in the TSTA/FEP process leading to operational employment for new construction ships.

b. Shakedown training will comprise basic level training in the following areas:

(1) Damage control

(2) Navigation

(3) Seamanship

      (4) Propulsion engineering

      (5) Communications

      (6) Medical

      (7) Aviation

      (8) Force Protection

      (9) Safety

    c. Shakedown training is the responsibility of the ISIC. The specific shakedown exercise syllabus will be determined during crew certification. In the case of a new construction ship, the ATG on the coast where the ship is built will provide training as requested by the Commanding Officer or ISIC. However, in order to promote continuity in the engineering LOA/IA/UD process, the new construction LOA will be conducted by the gaining coast's ATG organization.

    d. CART II may be conducted prior to sail away depending on ship and ISIC evaluation of training requirements and scheduling needs.

2310. **Specialty Training**. Salvage training and amphibious warfare training may be integrated into TSTA training or conducted as a separate evolution as determined by each Type Commander based on the particular training resources available.

    a. Amphibious Warfare Specialty Training consists of post-maintenance specialized warfare training for amphibious class ships. The objective of this specialized training period is to develop team skills and afford the cross-training opportunities necessary to accomplish coordinated and timely surface and air ship-to-shore movements (day/night) in the amphibious assault environment.

    b. Salvage Training (SALVTRA) consists of specialized maritime diving and salvage training for salvage ships. The objective of this specialized training is to ensure that all salvage ships are trained and ready to respond immediately and effectively to any diving and salvage mission. Specialized exercises to be conducted during this period of training will consist of those selected from the listing in Appendix A.

2311. **Maintenance and Unit Level Training Phases (Basic) Training for Forward Deployed Naval Forces (FDNF)** FDNF ships, because of often higher OPTEMPO and complex operations without respect to particular training phases, may require greater flexibility in adapting the notional tactical training progression to their use. Ships and ISICs are highly encouraged to coordinate early with ATG when these particular circumstances require deviation.

2312. **Afloat Training Group (ATG).** The ATG is available to assist ISICs and Commanding Officers throughout the FRTP. Commanding Officers are encouraged to establish liaison with the ATG as early as possible in the process.   Training specialty areas consist of combat systems, engineering, damage control, medical, seamanship, navigation, aviation, selected logistics, supply, 3M and administration. A complete menu of ATG training available to ships along with check sheets and training aids can be found on the ATGLANT (www.atgl.spear.navy.mil) and ATGPAC (www.atgpac.navy.mil) websites. Additional training information can be obtained from the Navy Training Synergy Database at (www.namts.com/catalog/database.asp).

Tab A: Inport Training Requirements

TAB A TO SECTION 3

INPORT TRAINING REQUIREMENTS

Ref: (a) CFFCINST 3501.3 (Series) (Fleet Forces Command Fleet Training Strategy)

1. **General**. Inport training can be arranged for either individual or multiple participants. In either case, taking advantage of inport periods to sharpen Maintenance and Unit Level Training Phase (basic phase) skills is important. Participation by all SURFOR ships in scheduled inport training periods is required unless a ship has been excused from specific training events by its ISIC in advance. Regularly scheduled inport training events will be organized by a designated Inport Training Coordinator (ITC), assigned as follows:

Fleet Concentration Area	Inport Training Coordinator
San Diego	ATGPAC
Pearl Harbor	ATG MIDPAC
Yokosuka	ATGWESTPAC
Sasebo	ATGWESTPAC
Everett / Bremerton	ATG PACNORWEST
Norfolk	ATGLANT
Mayport	ATG MAYPORT
Ingleside	ATG INGLESIDE
Pascagoula	ATG MAYPORT

Figure 2-3-A-1 ITC Assignments

2. **ITC Duties**.

   a. The ITC is responsible for scheduling and coordinating the following inport training exercises:

Exercise	Description
COMM-EX (Communications Exercise)	CCC-1-SF; CCC-2-SF; CCC-4-SF; CCC-5-SF; CCC-6-SF; CCC-8-SF; CCC-24-SF; CCC-30-SF; applicable ATG Training Objectives
VIS-EX (Visual Signals Exercise)	CCC-9-SF; CCC-10-SF; CCC-11-SF; applicable ATG Training Objectives
EW-EX (Electronic Warfare Exercise)	C2W-2-SF; C2W-6-SF; applicable ATG Training Objectives
ASW-EX (Anti-submarine Warfare Exercise)	ASW-8-SF; ASW-21-SF; ASW-23-SF; ASW-46-SF Gram Analysis training; TDSS Operator training; PC-IMAT training; applicable ATG Training Objectives
INTEL-EX (Intelligence Exercise)	INT-2-SF (MS), INT-6-SF (IS); applicable ATG Training Objectives
MITE (Monthly Inport TADIL Exercise)	CCC-17-SF, CCC-42-SF; CCC-43-SF; CCC-44-SF; CCC-45-SF; CCC-46-SF; AW-2-SF; AW-26-SF; applicable ATG Training Objectives
SAR-PRO (SAR Proficiency Training	Rescue Swimmer Training: Lifesaving procedures, rescue equipment & device procedures, rescue hand signals, disentanglement procedures, combative swimmer procedures, and mock trauma scenarios

Figure 2-3-A-2 Exercise Descriptions

The exercise descriptions delineated in Figure 2-3-A-2 are provided as a list of potential training evolutions that can be conducted during each exercise period. The ITC and commands assisting in the execution of the inport exercises shall make the final determination of the amount and type of training that will be conducted.

b. Each exercise listed above shall be conducted at least monthly. Each ITC is encouraged to arrange for all above exercises to be conducted within the same week, if possible, in order to minimize impact on all participating shore-based and afloat commands. The ITC will ensure that inport exercises are scheduled so as not to directly conflict with the conduct of integrated (intermediate) or sustainment (advance) phase training events.

c. The ITC will ensure that an Officer Conducting Exercise (OCE) designation is established for each of the seven exercises in Table 2-3-A-2. While the ITC can be an exercise OCE, when necessary, there is training benefit in planning, conducting and recapitulating exercise events. To that end, the ITC should assign OTC duties to ISICs of SURFOR ships or directly to ships when appropriate.

d. The OCE will ensure that appropriate documentation required to support each series of exercises (e.g. OPGEN, Pre-Ex, CONOPS) is promulgated as necessary. The OCE will submit a post-exercise report to the ITC and event participants that identifies the level of training accomplished and suggested areas for improvement.

e. The ITC will assemble data reflecting ship participation and forward a quarterly summary report to appropriate TYCOM. The summary report will contain the following information for each ship:

USS SHIP A/B/C/D

Where: A = Total number of Exercises scheduled in quarter.
                B = Total number of exercises for which ship was present in port.
                C = Total number of exercises for which ship was excused by ISIC.
                D = Total number of exercises in which ship participated.

3. **ISIC Duties**. ISICs will respond to ITC requests to serve as exercise OCE and nominate assigned ships to participate in the above inport training exercises. Ensure nominations are received by ITC in a timely manner (NLT the 15th of each month) so as not to adversely affect event coordination efforts. ISICs will only excuse ships from participation in the event of special circumstances. These include: availabilities and installs that compromise physical ability to participate, POM, post-deployment leave and upkeep, or conduct of a major inspection/certification and similar events.

4. **Commanding Officers**. Perform duties as exercise OCE when tasked. Ensure that participation in the various inport training opportunities is a high priority. Active participation by training team members, division supervisors and inexperienced trainees in pre-exercise planning, event execution and post-exercise debriefs is essential in maximizing training benefit and value to all participants. Crewmembers should be encouraged to cross deck to a neighboring ship in order to participate in scheduled training if maintenance, install or other industrial work makes participation onboard impractical. The ability to implement a robust inport training program using embedded simulator capability and inport training resources is a hallmark of an effective FRTP plan geared toward maintaining watch team and training team proficiency.

5. **Unit-level Battle Group Inport Exercise (BGIE-U)**. Ref (a) delineates the requirement to conduct inport multi-ship tactical scenarios throughout all phases of the FRTP. This series of Battle Group Inport Exercises (BGIE) has the potential to enhance combat surge capability, leverage underway training opportunities, sustain training team and watch team proficiency following completion of the Maintenance and Unit Level Training Phases (basic phase), and potentially save money.

a. Each CRUDES or AMPHIB ship will be required to conduct at least one BGIE-U during Maintenance and Unit Level Training Phases (basic phase) training. The BGIE-U tactical scenarios will be made available to any other ship that desires to participate, provided prior arrangements are made with OCE, ATG and TTG. At least one full day of scenarios shall be presented during the BGIE-U. Participating ships shall attempt to complete the

following training opportunities prior to the BGIE-U to the greatest extent possible in order to maximize this valuable training opportunity:

      (1) Battle Force Tactical Trainer (BFTT) refresher training

      (2) Shipboard Team Training (SBTT) Course

      (3) Link Response Team Trainer (BMTT)

      (4) Combat Systems Training Team (CSTT) Trainer

      (5) Training Supervisor (TRASUP) Course

      (6) SQQ-89 Advanced OBT Operator Training

    b. Objectives of the BGIE-U are to demonstrate competency and proficiency in initializing and operating embedded combat systems trainers and to improve ship's tactical proficiency. Upon completion of BGIE-U, the exercised ship should be able to join the inport training architecture and exercise its combat systems at a level of competency which enhances the training value received during follow-on BGIE events and other integrated and sustainment phase training exercises.

    c. The tactical scenarios conducted during the BGIE-U will be generated from a designated shore node. Shipboard watchstanders will be supported and observed by applicable training commands (Afloat Training Group (ATG), Aegis Training and Readiness Center (ATRC), etc.). Scenarios shall be tied to Maintenance and Unit Level Training Phases (basic phase) training objectives and repetitive (FXP) exercise accomplishment to the greatest extent possible.

    d. Opportunities to conduct BGIE-U will be made available to meet Fleet Concentration Area requirements. ISICs will ensure unit-level BGIE events are included in a ship's schedule in order to maximize participation and avoid conflict with completion of other Maintenance and Unit Level Training Phases (basic phase) milestones. ATG and TTG will provide scheduling assistance and support accordingly.

    e. The OCE shall submit a post-exercise message to TYCOM, participating ships and training commands upon completion of the event. At a minimum, this message shall include the following information for each participating ship:

      (1) Time required to energize embedded trainers and align with Combat System for training

      (2) Time required to connect with BGIE distributed architecture (data link & voice comms)

      (3) Time each embedded combat system trainer was used in support of BGIE-U scenarios (e.g. BFTT, SQQ-89 OBT, BEWT)

      (4) Amount of training time lost due to equipment casualties

      (5) Specific SURFORTRAMAN training objectives and FXP exercises accomplished

6. **Other inport training events**. The exercises listed in paragraph 2 above are not an all inclusive list of inport training events available to SURFOR ships. Simulated Tomahawk missile mission planning and tactical air control availabilities are just a few of the many established training opportunities resident within multiple Fleet Concentration Areas. ISICs and ships are encouraged to identify, schedule and participate in as many inport training opportunities as required to maintain tactical and operational proficiency at acceptable levels.

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SECTION 4

CERTIFICATIONS AND QUALIFICATIONS

Ref: (a) COMFLTFORCOMINST 3501.3 (Series) (Fleet Forces Command Fleet Training Strategy)
       (b) Navy Electronic Warfare Library (NEWL) (http://www/nwdc/navy.smil.mil/Command/
            Doctrine/NWEL _pub-mgt/default.cfm)

2401. **General**: This section describes detailed criteria for evaluating a ship's readiness in 25 specific
mission areas or core competencies. The purpose in providing these criteria is to assure alignment in
training practices and certification processes across the Surface Force in support of the type commander
roles defined in reference (a). The following diagram represents the certification process:
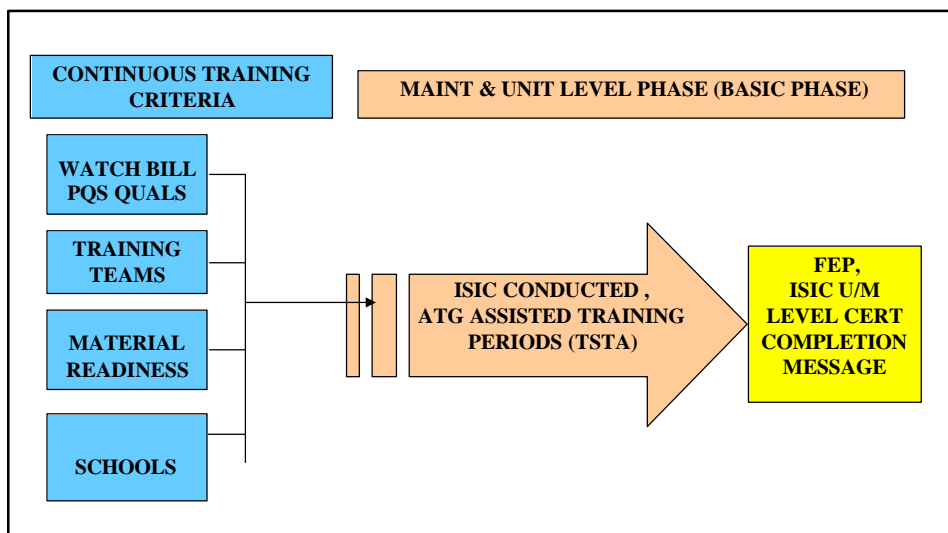
Figure 2-4-1 THE CERTIFICATION PROCESS

2402. **Certification Criteria**: Tabs A through Y of this section provide detailed certification criteria in
multiple areas. Some Tabs do not apply to all classes of ships based on mission. To the greatest extent
possible, each Tab is arranged in the same format and sequence for ease of use by the user and addresses
resources that should be available to personnel in each area; items to be completed in preparation for
CART II; details concerning administration, material or operations; the training methodology to be
employed; objectives to be achieved; exercises to be completed; end-state at certification, and an outline of
Maintenance and Unit Level Training Phases (basic phase) related follow-on training, as required. Each
portion is described below:

        a. Certification applicability describes to which classes the certification requirements pertain. This
is also summarized in Figure 2-4-2.

        b. The reference list is provided to assist ships in gathering essential source material to support the
training program. Reference (b) is an invaluable resource to locate current, up-to-date, electronic copies of
a wide variety of publications.

c. Continuous Training Requirements (CTR's) are expected to be met and maintained throughout the FRTP. CTR's contain elements common to most certification criteria and any unique elements to the specific area being certified. Those that are considered to be prerequisites for CART II are indicated with a "*" sign. If prerequisite items are not anticipated to be complete by

REQUIRED MAINTENANCE AND UNIT LEVEL TRAINING PHASES (BASIC PHASE) CERTIFICATIONS	AGF3	AGF11	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
TAB A: AVIATION	X		X	X	X	X	X	X	X	X	X	X	X		X		
TAB B: AMPHIBIOUS WARFARE											X	X	X		X		
TAB C: AT/FP	X		X	X	X	X	X	X	X	X	X	X	X		X	X	X
TAB D: AIR WARFARE	X	X	X	X		X	X	X	X	X	X	X	X		X		
TAB E: COMMUNICATIONS	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X
TAB F: CRYPTOLOGY[1]						X	X	X			X	X					
TAB G: ELECTRONIC WARFARE	X	X	X	X		X	X	X	X	X	X	X	X		X		
TAB H: MEDICAL	X		X	X	X	X	X	X	X	X	X	X	X		X	X	X
TAB I: DIVING AND SALVAGE					X												
TAB J: INTELLIGENCE	X		X	X	X	X	X	X	X	X	X	X	X		X	X	X
TAB K: COMBAT LOGISTICS			X	X							X	X					
TAB L: MINE WARFARE																X	X
TAB M: DAMAGE CONTROL	X		X	X	X	X	X	X	X	X	X	X	X		X	X	X
TAB N: ENGINEERING	X		X	X	X	X	X	X	X	X	X	X	X		X	X	X
TAB O: NAVIGATION	X		X	X	X	X	X	X	X	X	X	X	X		X	X	X
TAB P: SEAMANSHIP	X		X	X	X	X	X	X	X	X	X	X	X		X	X	X
TAB Q: STRIKE WARFARE[2]						X	X	X									
TAB R: SURFACE WARFARE	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X
TAB S: UNDERSEA WARFARE						X	X	X	X								
TAB T: VBSS						X	X	X	X				X		X		
TAB U: 3M	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
TAB V: SEARCH and RESCUE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
TAB W: BMD								X									
TAB X: FORCE SUPPLY MGMT	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
TAB Y: METOC										X	X	X					

Figure 2-4-2 Required Certifications Listed By Ship Class

commencement of CART II, this fact should be indicated in the ship's Pre-CART II Report, see Article 2207.b. With respect to the following requirements :

(1) Two PQS qualified Condition III watch teams: Except in Engineering, where this is required at CART II, the second team may be formed from the ship's CSTT or one watch team can be the CSTT for the other. In Engineering, the ship must have two watchteams and a training team at CART II.

(2) At least **80%** completion of all required schools in each area (for USW and BMD 85%). To achieve this level, the importance of having conducted a thorough CART I during deployment, per

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[1] Not Applicable to FL I DDGs or non-Outboard equipped ships.
[2] VLS ships only

Section 2 of this chapter, cannot be overemphasized. In the ship's Pre-CART II Report a list of all required schools and names of graduates will be developed from lists of required NECs, NOBCs, SURFORTRAMAN Appendix D schools as listed in NTMPS and IBFT. At CART II, it is expected that at least **80%** of these requirements are satisfied with the remainder having quotas obtained and scheduled. This list will be broken down into the individual certification areas to determine if any serious shortages exist in any particular area.

d. CART II Administration/Material/Operations: This section describes specific things that must be accomplished to verify readiness to begin training at the completion of CART II.

e. Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology is a description in each certification area of how the training will be conducted. At some point during Maintenance and Unit Level Training Phases (Basic Phase) training, the ship will be required to demonstrate that it can effectively conduct operations at Condition I.

f. Training Objectives: his section lists the objectives that training is designed to achieve during post-CART II training.

g. Required Exercises: This section lists the exercises from the SURFORTRAMAN expected to be completed in each certification area. This is an integrated list. For example, the AW Certification Criteria lists not only AW exercises from the SURFORTRAMAN, but also exercises in CCC and NCO that relate to AW.

h. Maintenance and Unit Level Training Phases (Basic Phase) Certification: This section lists the end-point of training requirements for certification in the specific area being evaluated. Items that have not been completed by FEP, must be reported in the ISIC's FEP Completion/End of Maintenance and Unit Level Training Phases (Basic Phase) Report, with a POAM to correct. See Article 2204 for format and content. If the particular area being certified is a primary mission area, the ship must achieve an M2 in the related training resource category for SORTS reporting. Where the training resource category embraces more than one certification area; e.g., MOB, includes Damage Control, Engineering, Navigation and Seamanship, the individual certification score can be determined using the formula in Article 4303.

i. Follow-on Training: This section, where applicable, lists anticipated follow-on training related to the Maintenance and Unit Level Training Phases. An essential element in maintaining continuous training readiness throughout the FRTP is planning for personnel turnover, watchbill maintenance and qualification of new personnel. For each certification area involving watch organizations, the ship must maintain a Watch Team Replacement Plan (WTRP) with emphasis in the following areas:

(1) Stable watch organization extending one-year into the future, quarter by quarter, to preclude unnecessary watchteam changes that adversely affect training progress for the team as a whole.

(2) Long range planning to ensure required replacement personnel are identified and fully qualified prior to assignment to the watchbill.

(3) Definitive ties between WTRP and PQS program management to ensure PQS goal assignment and actual goal attainment support watch team replacement requirements.

2403. **Hull/Crew Exchanges**. In cases where crews move from one ship to another; e.g., "Sea Swap" or FDNF ship exchanges where crews remain in original homeport, the general rule is that certifications move with the crew. In those cases where there are significant material elements in the certification, those elements must be verified as being satisfactory incident to crew turnover.

2404. **Maintenance and Unit Level Training Phases (Basic Phase) Certifications and FEP periodicity.**

a. Maintenance and Unit Level Training Phases (Basic Phase) certifications and FEP periodicities are **24 –minus 6/+plus 3** months. The expectation is that most ships will complete certification/FEP during the

Maintenance and Unit Level Training Phases (Basic Phase) prior to month 24. As situations dictate, certification/FEP may be conducted six months earlier with ISIC approval, and if required by operational schedule change, certification/FEP may be completed in the 24 to 27 month window with TYCOM approval.

   b. The effective date of certification is the last day of the month in which all elements are complete; however, in the event that certification or re-certification is delayed because some element cannot be completed due to some external cause; e.g., lack of services, the effective date of certification will be that earlier end of the month date, determined by ATG, when the bulk of the certification was conducted. When complete, ships will report certification in TRMS by TRAREP using the ATG assigned effective date of completion.

   c. When a ship's certification approaches the 24-month point, the ship's Commanding Officer, working with ISIC and the ATG, will develop a plan to re-certify. Surge ready ships may have to re-certify in one or more Maintenance and Unit Level Training Phases (Basic Phase) certifications prior to deployment to maintain certification through the deployment.

   d. Long range planning should preclude expiration of certification. Whenever the path to timely certification, prior to the 24-month anniversary of the previous certification, is not clear the ISIC will make a report to the appropriate TYCOM as soon as possible; but no later then 120 days prior to the anniversary. Include in the report an explanation of the situation and a proposed plan of corrective action to clear the path .

2405. **Restricted Operations**. The ISIC may place a ship in Resticted Operations at any point where it is deemed the ship does not meet the requirements for unrestricted operations. Some instances for restricted operations may include, but are not limited to, failure of a major assessment (e.g. UD, TYCOM SAR Evaluation, INSURV or CMTQ). Additional information as follows:
   a. For the mobility areas (MOB-D, E, N and S), expiration or loss of certification means that the ship does not meet minimum requirements for unrestricted operations and is limited to restricted operations. Unless a TYCOM waiver has been obtained by the ISIC (see below), the following restrictions apply for restricted operation ships:

   (1). Operate at sea only for ISIC-supervised training to correct deficiency, or in the event of emergency sorties or national emergencies.

   (2). Embark sufficient numbers of qualified personnel when conducting operations to ensure safe operation of the ship.

      b. A restricted operations ship is cleared for unrestricted operations only when all mobility certifications (MOB-D, E, N and S) are current and /or the reason for being placed in restricted operations is cleared (e.g. recertification achieved on the Underway demonstration.) ISICs will report to TYCOM any ship that is limited to restricted operations; report shall include a plan to correct the deficiency.. When ship is again cleared for unrestricted operations, ISICs will report status to TYCOM. When circumstances are such that the ISIC has confidence in a ship's ability to safely operate its plant and operational necessity precludes normal recertification in a timely manner, ISIC may recommend to TYCOM that the recertification time limit be extended for a specific period of time

2406. **Non-standard Maintenance and/or Lengthy Installation Policy**. For ships scheduled to undergo long maintenance and/or installation periods that extend beyond 120 days, such as CG conversion, LHA/D PIA/DPIAs, etc, a tailored policy applies. This policy accounts for the unique nature of these situations and allows for select certifications to expire.

   a. Certification in ATFP, 3M, Supply, MOB-D, and FSO-M must remain current.
   b. LOA and Crew Certification are required. LOA will be conducted per current guidelines (COMNAVSURFINST 3540.2) . Crew Certification will be conducted by the ISIC per para 2502 in the

last 25 percent of the prolonged maintenance/installation period. The LOA and Crew Certification requirement provides ship and ISIC a training baseline after an extended pierside period. Intent is to preclude restricted operations during the post maintenance/installation period while training and certifications are conducted similar to the process pursued by new construction pre-commissioning crews .

    c. 60 days prior to the commencement of the non-standard maintenance/installation period, the ISIC shall submit a tailored plan to the TYCOM. This plan will provide maintenance/installation period, LOA and Crew Certification plan, and identify which certifications expire and the plan to achieve re-certification.

    d. Once ISIC training plan is approved, remaining Certifications other than ATFP, 3M, Supply, MOB-D, and FSO-M, may expire during a non-standard maintenance and or lengthy installation period without prejudice . Unless the ISIC determines otherwise, restricted operations will not apply to a ship that meets non-standard or lengthy installation criteria .

2407. **Certification Expiration and Suspended Certification Policy**.

    a. Certification expiration will place a ship in restricted operations (for MOB certifications) or not certified for non-MOB certifications. To ensure certifications remain current, keep inspections, trials, FXP exercises, and PMS that directly support certification within periodicity.

    b. Suspended certification. The ISIC may suspend a certification when it's determined a ship has failed to maintain continuous training requirements or fails to maintain as current those certification requirements listed in the certification paragraph of the following Tabs. The ISIC will inform the Type Commander when suspending a certification and provide a plan to attain certification status. When those specific items which lead to a suspended certification are corrected, the ISIC will clear the suspension. Should a suspended certification be mandated by the Type Commander, the TYCOM will clear the suspension.

Tab A: Aviation (AIR) Certification Criteria
Tab B: Amphibious Warfare (AMW) Certification Criteria
Tab C: Anti-Terrorism/Force Protection (AT/FP) Certification Criteria
Tab D: Air Warfare (AW) Certification Criteria
Tab E: Communications (CCC) Certification Criteria
Tab F: Cryptology (CRY) Certification Criteria
Tab G: Electronic Warfare (EW) Certification Criteria
Tab H: Medical (FSO-M) Certification Criteria
Tab I: Diving and Salvage (FSO-S) Certification Criteria
Tab J: Intelligence (INT) Certification Criteria
Tab K: Combat Logistics Force (LOG) Certification Criteria
Tab L: Mine Warfare (MIW) Certification Criteria
Tab M: Damage Control (MOB-D) Certification Criteria
Tab N: Engineering (MOB-E) Certification Criteria
Tab O: Navigation (MOB-N) Certification Criteria
Tab P: Seamanship (MOB-S) Certification Criteria
Tab Q: Strike Warfare (STW) Certification Criteria
Tab R: Surface Warfare (SW) Certification Criteria
Tab S: Undersea Warfare (USW) Certification Criteria
Tab T: Visit, Board, Search and Seizure (VBSS) Certification Criteria
Tab U: Force Maintenance and Material Management (3M) Certification Criteria
Tab V: Search and Rescue (SAR) Certification Criteria
Tab W: Ballistic Missile Defense (BMD) Certification Criteria
Tab X: Force Supply Management Certification Criteria
Tab Y: Meteorological (METOC) Certification Criteria

TAB A TO SECTION 4

AVIATION (AIR) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: AGF, AOE ARS,CG, DD, DDG, FFG, LCC, LHA, LHD, LPD, and LSD.

2. <u>Aviation References</u>

   (a) NAVAIRWARCENDIV LAKEHURST 4.8.10.4 – Helo Operating and Support Facilities Bulletin #1B
   (b) NAVAIRWARCENDIV LAKEHURST 4.8.10.4 - Air Capable Ship Aviation Facilities Bulletin #1J
   (c) NAVAIR 00-80R-14 NATOPS USN A/C Emergency Rescue Info Manual Chapters 8/9
   (d) NAVAIR 00-80T-106 NATOPS LHA/LHD/MCS
   (e) NWP 3-04.1 Helicopter Operating Procedures for Air Capable Ships
   (f) NAVAIR 00-80T-109 NATOPS for Aircraft Refueling
   (g) COMNAVSURFOR 3700(series) - Aviation Readiness Qualification (ARQ) and Certification Aviation Facilities Onboard COMNAVSURFPAC/LANT Ships
   (h) FXP-4, Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombat Operations (NCO), and Explosive Ordnance Disposal (EOD) exercises
   (i) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil/www.atgl.spear.navy.mil)
   (j) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)

3. <u>Aviation Continuous Training Requirements.</u>
   (a) Complete Afloat Self-Assessment (ASA) Checksheet (See ref (i))
   (b) Aviation facilities certified by ASIR IAW reference (a), (b) and (f).
   (c) ARQ complete
   (d) Aviation Training Team (ATT) PQS qualified and designated in writing.
   (e) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.

4. <u>Aviation CART II Admin/Material/Operations</u>

   (a) Verify aviation CTR status
   (b) Assess a ship executed ATG provided scenario (LHA/LHD/LPD/LCC/AGF only)

5. <u>Aviation Maintenance and Unit Level Training Phases (Basic Phase) Methodology</u>. ATG will generally conduct the ARQ prior to CART II. Since the AAV/ARQ is conducted inport, ATG will assess and train in the following events during the day of at-sea air operations: Helo Day-Land Launch (DLQ's), Hot Refuel (Hot Pump), Helo in-flight Refueling (HIFR) are mandatory items for completion. Vertrep, and Fire Drill are optional parts of the Helo day, but completion of these events should be tentatively scheduled and highly encouraged. [1] Ship's with Air Departments (LHD/LHA/ LPD/AGF class ships), must demonstrate the ability to integrate their Aviation Training Team (ATT) with other training teams in multi-warfare scenarios. Completion of ARQ indicates that ATT and Watchteam/Watchstanders are at a minimum proficiency level of "B/B." However, ATG will observe any of the below listed integrated drills to ensure integration in a complex, stressful multi-threat environment. ATG will also provide additional training during the TSTA Phase as requested by the ship/ISIC during the planning process. In addition, the following items are to be include in the scenario package for all ships with ATTs:

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[1]   Helo day is mandatory for units with the exception of those combatant and amphibious unitsthat continually operate with embarked aviation assets. Helo day will be optional for FDNF units.

(a) ATT/Multi Training Team integration in an at-sea fire party exercise, or Repair Locker response to any of the following:

    (1) A/C fire on the Flight/Hangar Bay as result of missile/small boat attack.

    (2) A/C (Jacked) ruptured fuel cell and Class "B" fire in Hangar Bay as a result of mine hit.

    (3) Flight/Hangar Bay damage as a result of missile/small boat attack.

(b) The following drills will be conducted IAW Reference (c) and (h).

    (1) Fuel station casualty (Flight or Hangar Deck) (Phase I/II stand alone)

    (2) Combined below decks casualty to include Pumproom/Filter (Phase III/IV stand alone).

    (3) RAS operation during FEP, if ship's schedule allows, for assessment. (Phase V)

The Aviation Certification is achieved when all requirements in paragraph 8 are met.

6. <u>Aviation Training Objectives</u>. The following objectives shall be completed by the flight quarters personnel. Ships will use the ATG's watchteam/watchstander training objectives and tasks during Maintenance and Unit Level Training Phases (basic phase) training. Details are contained in references (i) and (j). (* Denotes Mandatory Items for completion)

    *Launch/recover helicopter
    *Refuel helicopter on-deck while engines are running
    *Refuel helicopter in-flight
    Replenish ship with helicopter
    Fight Helo/Aircraft Fire IAW with reference (b)
    Fight aircraft fire (hangar) IAW reference (c)
    Combat A/C Fire Fighting (Flight deck) Aviation Amphibious Assault (LHA/LHD)

7. <u>Aviation Warfare SFTM Exercises</u>. See SFTM Appendix A for ship class applicability. Exercise descriptions are contained in Ref (h).). Refer to paragraph 1103f for synthetic training philosophy and Appendix C for authorized training equivalencies.

Exercise Description	Periodicity
MOB-S-8-SF VERTREP	6, 12, 18
MOB-S-13-SF HELO LAND/LAUNCH	3, 6, 9
MOB-S-15-SF HIFR	12, 18, 24
MOB-D-17-SF AVIATION FUEL CASUALTY	6,12,18
MOB-D-18-SF A/C CRASH AND FIRE	3,6,12
MOB-D-22-SF HANGAR DECK A/C FIRE	3,6,12
MOB-S-25-SF A/C ON DECK REFUEL	3,6,9
MOB-D-27-SF HELO CRASH F/F	1,2,3
MOB-D-26-SF AIRCRAFT FUELING STATION FIRE	3,6,12

8. <u>Aviation Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

(a) Aviation Facility Certification (ASIR)

(b) ARQ Complete

(c) Assess ship's Watchteam Replacement Plan (WTRP) ARQ

(d) Completion of Training Objectives in paragraph 6 above.

(e) M-2 in Aviation Training SORTS

(f) Achievement of Training Level III (B/B) per Article 2306.

TAB B TO SECTION 4

AMPHIBIOUS WARFARE (AMW) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: LHA, LHD, LPD and LSD.

2. <u>Amphibious Warfare References</u>

    (a) Navy-wide OPTASK Amphibious Warfare
    (b) FXP-5 (Amphibious Warfare (AMW) Exercises)
    (c) COMNAVSURFLANT/COMNAVSURFPACINST 3340.3D (Wet Well Manual)
    (d) Safe Engineering and Operations Manual for LCAC Vol. 1-<u>5</u> 6 (SEAOPS)
    (e) ATGPAC Website (www.atgpac.navy.mil) Basic Afloat Training Package (BATPAC)
    (f) ATGLANT Website (www.atgl.spear.navy.mil) Toolbox

3. <u>Amphibious Warfare Continuous Training Requirements.</u>
    (a) One PQS qualified (including interim qualifications) watch team
    (b) PQS qualified STT
    (c) Crane Material Certifications and Weight Test Logs
    (d) Commanding Officer's Battle Orders signed by current Commanding Officer
    (e) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.

4. <u>Amphibious Warfare CART II Admin/Material/Operations</u>

    (a) Verify AMW CTR's status
    (b) Material, admin and readiness checks
    (c) Appraise training aids and training devices

5. <u>Amphibious Specialty Training (AST) Methodology</u>.

    (a) AST Phase 1 (Surge Training Week): An inport and underway period consisting of CART II (Amphibious portion), Basic Amphibious Training (BAT), and Well Deck LCAC Certification. If a ship is tasked to surge, a two day underway Limited Training Team (LTT) period, tailored to specific craft, will be added in addition to AST Phase 1 for craft not previously trained on. AST Phase 1training and follow on LTT (if needed) meet tailored training requirements to be considered Amphibious Task Force (ATF) Surge Deployable.
    (b) AST Phase 2 (AMW Certification): An underway period where both sections of the AMW watch teams demonstrate proficiency in day and night wet-well operations by planning and executing amphibious landings, loading, and transportation of various amphibious craft.
    (c) AST has been developed to provide the maximum dedicated amphibious training possible in all amphibious conditions of readiness (I-A, III-A, IV-A, AND V-A)

6. <u>Planning Considerations</u>
    (a) AST Phase 1 will not normally be conducted until after completion of sea trials, but must be prior to 60 days after completion of a ship's CNO availability. Due to the close proximity to shore when conducting the underway portions of training, a current MOB-N certification is required. AST Phase 1 and AST Phase 2 will not normally be conducted in succession.
    (b) Notionally, AST Phase 2 is conducted between FEP and the first at-sea period of the intermediate level phase of training.

7. <u>Amphibious Warfare SFTM Exercises</u>. See SFTM Appendix A for class applicability. Exercise descriptions are contained in FXP-5.

Exercise Description		Periodicity
AMW-4-SF	EMBARK PLANNING	6, 9, 12
AMW-5-SF	ASSAULT BOAT HOIST AND LOWERING	3, 6, 9
AMW-6-SF	EMBARK/DEBARK LAND CRAFT – WELL DECK	6, 9, 12
AMW-7-SF	EMBARK/DEBARK LCAC – WELL DECK	6, 9, 12
AMW-12-SF	BASIC CARGO HANDLING	12, 18, 24
AMW-13-SF	BASIC WELL DECK CARGO HANDLING	6, 9, 12
AMW-27-SF	ASSAULT CRAFT HANDLING IN WELL DECK OPS	6, 12, 18
AMW-39-SF	LCU STERNGATE MARRIAGE TO WELL DECK	12, 18, 24
AMW-61-SF	CONTROL LCAC SHIP-SHORE MOVEMENT	6, 9, 12

NOTE: Will conduct AMW-34/36/37-SF during LTT if ship surges with AAV's.

8. <u>Amphibious Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

    (a) Satisfy all AMW CTR's.
    (b) Assess ship's Watch Team Replacement Plan (WTRP)
    (c) One qualified watch team having completed all applicable objectives and tasks
    (d) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (e) Provide shore services to LCU
    (f) FEP (Scenario provided by ATG/CPG) validating training self-sufficiency and watch team proficiency
    (g) M2 in AMW Training SORTS
    (h) Well Deck LCAC Certification IAW SEAOPS
    (i) Achievement of Level III (B/B) in both Watch stander and Training Team Proficiency per Article 2306
    (j) Complete Amphibious Specialty Training Phase 1 (Surge Training Week)
    (k) Complete Amphibious Specialty Training Phase 2 (AMW Certification) normally conducted as follow-on training.

9. <u>Amphibious Warfare Follow-on Training / Material Assessments</u>

    (a) Amphibious Warfare SFTM Exercises

Exercise	Description	Periodicity
AMW-8-SF	CONTROL AND TRACKING BOAT WAVES	3, 6, 9
AMW-11-SF	SURF OBSERVATION AND MSI EVOLUTIONS	3, 6, 9
AMW-16-SF	WELL DECK CARGO HANDLING	6, 9, 12
AMW-20-SF	LARC V WET WELL OPERATIONS	6, 12, 18
AMW-27-SF	ASSAULT CRAFT HANDLING IN WELL DECK OPS	6, 12, 18
AMW-28-SF	CONTROL SHIP-SHORE MOVEMENT	12, 18, 24
AMW-29-SF	CONTROL SHIP TO SHORE MOVEMENT (LOW VIS)	12, 18, 24
AMW-30-SF	CONTROL SHIP-SHORE MOVEMENT (NIGHT)	12, 18, 24
AMW-34-SF	EMBARK/DEBARK AAV FROM WELL	6, 9, 12
AMW-36-SF	U/W LAUNCH AAV	6, 9, 12
AMW-37-SF	CONTROL AAV SHIP-SHORE MOVEMENT	6, 9, 12
AMW-38-SF	AAV SHIP-SHORE MOVEMENT	6, 9, 12
AMW-46-SF	RECEIVE CASUALTIES IN WELL DECK	6, 9, 12
AMW-69-SF	AMPHIB ENVIRONMENTAL SUPP	12, 24, 36
AMW-70-SF	LAUNCH/RECOVERY OF CRRC	12, 18, 24
AMW-71-SF	CRRC RAID PLAN	12, 18, 24

AMW-1-I   VERTICAL ENVELOPMENT   4, 8, 12
AMW-6-I   HELO LAUNCH/RECOVERY EMCON   6, 12, 18
AMW-7-I   INSTRUMENT APPROACH A/C   6, 12, 18
AMW-9-I   HELO LOAD/UNLOAD   6, 12, 18

TAB C TO SECTION 4

ANTI-TERRORISM/FORCE PROTECTION (ATFP) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. <u>Anti-Terrorism Force Protection References</u>

   (a) COMNAVSURFORINST 3300.1 Antiterrorism Force Protection (ATFP) Program
   (b) Navy-Wide OPTASK Anti-Terrorism Force Protection
   (c) DOD Instruction O-2000.16 (Series)
   (d) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil
   (e) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)
   (f) NWP 3-07.2 ATFP
   (g) NTTP 3-07.2.1 ATFP

3. <u>Anti-Terrorism Force Protection Continuous Training Requirements.</u>

   (a) Complete Afloat Self Assessment (ASA) Checksheet (See Ref. (d))
   (b) At least **80%** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
   (c) Three (two for PC/MCM/ARS/MHC) inport duty section Security Force watch bill to support FPCON A, B, C, and D
   (d) Sufficient weapons qualifications to support three (two for PC/MCM/ARS/MHC) inport duty sections
   (e) Three (two for PC/MCM/ARS/MHC) Qualified (including Interim qualifications) Boat Crews
   (f) Force Protection Training Team (FPTT) PQS qualified and designated in writing
   (g) Equipment inventory IAW current FP AEL(onboard or on order)
   (h) Shipboard Physical Security / Force Protection Plan IAW ref (g) and signed by the Commanding Officer
   (i) Complete Levels I (90% of assigned personnel), II, and III ATFP awareness training (references (a) and (c))

4. <u>Anti-Terrorism Force Protection CART II Admin/Material/Operations Review</u>

   (a) Verify Anti-Terrorism Force Protection CTR status
   (b) Material Readiness Checks: Equipment inventory IAW current FP AEL
   (c) Appraise training aids and training devices as applicable
   (d) Assess a ship executed ATG provided scenario (See Ref. (e))
   (e) An assessment of the Ship's ATFP instruction will be conducted for both CONUS and OUTCONUS ports

5. <u>Anti-Terrorism Force Protection Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology.</u> ATG and or ISIC will assess and train the ship in requirements in reference (a). The ship will collapse into two or three inport duty section rotations and will simulate being in a foreign port Geopolitical situation provided and Inport plan approved by ATG. Upon demonstration of basic ATFP proficiency, a nighttime small boat attack will be scheduled while the ship is at anchor to demonstrate the deployment of ATFP countermeasures against an asymmetrical threat. The Training/Assessment periods will emphasize deterrence measures, countermeasures, Use of Force, Use of Deadly Force, Rules of Engagement, Command and Control, and all areas included in the first two training periods. In the interest of safety, simulated weapons (RED GUNS) vice shipboard weapons shall be utilized during all ATG observed training and assessment periods. Upon completion, the ship will be prepared to conduct all drills by each duty section. Drill sets to be demonstrated will be provided to the FPTT by ATG. Certification may occur prior to CART II and is achieved when all requirements of paragraph 8 are met.

6. <u>Anti-Terrorism Force Protection Training Objectives</u>. The ship shall attempt 100% and satisfactorily complete at least 80% of the associated EOs using the ATG's watchteam/watchstander training objectives and tasks.
Details are contained in references (d) and (e).

Analyze and plan for an ATFP mission or task
Direct and manage ATFP assets
Deter Terrorist Activities
Counter Terrorist Activities
Transition through Force Protection Conditions

7. <u>Anti-Terrorism Force Protection Exercises</u>. Refer to paragraph 1103f for synthetic training philosophy and appendix C for authorized training equivalencies.

a.

Exercise	Description	Periodicity
NCO-19-SF	SMALL ARMS QUALIFICATIONS	6, 12, 18
NCO-28-SF	ROE	3, 6, 9
NCO-29-SF	DEFENSE AGAINST SWIMMERS	12, 18, 24
NCO-30-SF	SHIP PENETRATION – BASIC	1, 2, 3
NCO-32-SF	TERRORIST A/C ATTACK	6, 12, 18
NCO-33-SF	SMALL BOAT ATTACK	12, 24, 36
NCO-34-SF	BOMB THREAT	6, 12, 18
NCO-35-SF	HOSTAGE THREAT	6, 12, 18
NCO-39-SF	FP PLANNING EXERCISE (PIERSIDE)	6, 12, 18
NCO-40-SF	FP EXECUTION EXERCISE (PIERSIDE)	18, 24, 0
NCO-41-SF	FP PLANNING EXERCISE (WATERSIDE)	6, 12, 18
NCO-42-SF	FP EXECUTION EXERCISE (WATERSIDE)	18, 24, 0

b. The following exercises represent supporting Enabling Objectives (EOs) that shall be attempted by all duty sections. The ship shall successfully demonstrate the ability to complete at least 80% of the EOs.

FP 101.1	RESPOND TO SECURITY ALERT
FP 101.2	RESPOND TO SWIMMER ATTACK
FP 101.3	RESPOND TO SHIP PENETRATION
FP 101.4	RESPOND TO BOMB THREAT
FP 101.5	RESPOND TO SMALL BOAT ATTACK
FP 101.6	RESPOND TO CIVIL DISTURBANCE
FP 101.7	RESPOND TO LOW / SLOW FLYER
FP 101.8	RESPOND TO HOSTAGE SITUATION
FP 102.1	COUNTER SWIMMER ATTACK/PREPARE FOR EMERGENT DIVING OPERATIONS
FP 102.2	COUNTER SHIP PENETRATION
FP 102.3	COUNTER SMALL BOAT ATTACK
FP 102.4	COUNTER CIVIL DISTURBANCE
FP 102.5	COUNTER LOW / SLOW FLYER
FP 102.6	COUNTER PIER PENETRATION
FP 102.7	COUNTER VEHICLE / PERSONNEL / MAIL BOMB
FP 102.8	COUNTER SHIP PENETRATION(FORCED)
FP 102.9	COUNTER BOMB THREAT
FP 102.10	COUNTER SURVEILLANCE(LAND AND WATERBORNE)
FP 102.11	COUNTER HOSTAGE SITUATION
FP 103.1	TRANSITION FROM FPCON NORMAL TO ALPHA
FP 103.2	TRANSITION FROM FPCON ALPHA TO BRAVO
FP 103.3	TRANSITION FROM FPCON BRAVO TO CHARLIE
FP 103.4	TRANSITION FROM FPCON CHARLIE TO DELTA

8. <u>Anti-Terrorism Force Protection Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

(a) Satisfy all applicable Anti-Terrorism Force Protection CTR's.
(b) Assess ship's Watchteam Replacement Plan (WTRP).
(c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.

(d) Completion of Training Objectives as outlined in paragraph 6 above by all inport duty sections.

(e) Complete nighttime small boat attack exercise at anchor.

(f) Achievement of Training Level III (B/B) per Article 2306.

TAB D TO SECTION 4

AIR WARFARE (AW) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: AGF, AOE, CG, DD, DDG, FFG, LCC, LHA, LHD, LPD and LSD.

2. Air Warfare References

(a) Combat Systems Techniques and Procedures (Ship Class)
(b) ACP-165 (Operational Brevity Code words)
(c) OPNAVINST 1211.2P (Shipboard Air Controller Qualification and Requirements)
(d) NWP 3.01.01 (Anti-Air Warfare)
(e) NWP 3.01.10 (Anti-Air Warfare Commanders Manual)
(f) NWP 3.01.12 (Surface Ship AAW Tactics)
(g) Navy-wide OPTASK Air Defense
(h) FXP 2 (Anti-Air Warfare (AAW) Exercises)
(i) FXP-4 (Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombatant Operations (NCO), and Explosive Ordnance Disposal (EOD) exercises)
(j) CJCSM 6120.01(series) Joint Multi-TADIL Operating Procedures
(k) OPNAVINST C3120.40 LINK 4A OPERATING PROCEDURES
(l) UNDERSTANDING LINK 11…Guidebook and procedures for LINK 11
(m) UNDERSTANDING LINK 16…Guidebook and procedures for LINK 16
(n) UNDERSTANDING TADILS…Guidebook and procedures for TADILS
(o) Navy-Wide OPTASK COMMS
(p) Navy-Wide OPTASK LINK
(q) TADIL Consolidated Navy Training System Plan (N6-NTSP-E-70-0105)
(r) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil)
(s) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)
(t) TM 3-01.14-01 (Tactics to Counter Closely Spaced Multiple Target Stream Raids)
(u) TM 3-01.5-00 (Employment of the Navy Area TBMD Linebacker and NTDC Patch in TBM Operations [Chapter 1 Para 1-1 through 1-3, Chapter 2, Chapter 3, Appendices B, C, E, F, G, I, J, K])
(v) TM 3.01.5-01 (Air Defense Stationing in a Littoral Antiship Missile Environment)
(w) TM 3.01.3-01 (Self-Defense Engagement Guidance for ACDS Block 1 Configured Ships)
(x) TM 3-01.2-01 (Aegis Core Tactics)
(y) TM 3-01.1-02 (Tactical Employment of AN/SWY-3 SDSMS)
(z) TM 3-01.1-01 (CEC Tactical Employment Guide [All except Para 4-3])
(aa)TM 3-51.1-03 (Tactics to Counter the SS-N-22 (Sunburn) Antiship Missile [Section 2.1 of Chapter 2 and all other chapters])
(ab) TM 3-01.11-01 (AAW Planning Guide)
(ac) ALSA (Air Land and Sea applications)
(ad) SWDG TM 3-56 (Interface Control Officer)

3. Air Warfare Continuous Training Requirements.

(a) Complete Afloat Self-Assessment (ASA) Check sheet (See ref (q))
(b) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
(c) Two PQS qualified (including Interim qualifications) Condition III watchteams, including two PQS qualified Track Supervisors/TICs (qualified CSTT may serve as second watchteam)
(d) LINK 11/16 Quick-Look completed (NCTSI)
(e)   Complete Magazine Sprinkler inspection IAW PMS.
(f) TACAN Certification
(g) Current Combat Systems Smooth Log
(h) *AICs current and proficient

    (i) Commanding Officer's Battle Orders signed by current Commanding Officer
    (j) Ammo Load, on hand or on order, sufficient to support Basic Phase Training.
    (k) Operational imbedded Combat Systems Training device (BFTT/PROVT/RSS/VSS)
    (l) Participation in two Monthly Inport TADIL Exercise (MITE) (ITC event)

4. <u>Air Warfare CART II Admin/Material/Operations</u>

    (a) Verify AW CTR status
    (b) Material Readiness Checks: OCSOT, SOT, POFA and PSOT
    (c) Level of Knowledge examinations (as applicable)
    (d) Appraise training aids and training devices
    (e) Participate in a local LINK (if underway during CART II)
    (f) Assess a ship executed ATG provided scenario

5. <u>Air Warfare Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology.</u> ATG will access and train watchteam/watchstander supervisory/operator personnel and support the ISIC in assessment/certification in Air Warfare, including surveillance, LINKS, casualty control procedures, and weapons systems supporting Air Warfare. ATG will provide objective-based scenario training/assessment live services will be employed to support live gun and self defense weapon systems firings needed to attain M-2 in AW readiness. Live services may be utilized to conduct a Detect-to Engage sequence, and will be employed to support live missile, gun and self-defense weapons system's firings needed to attain M-2 in AW readiness. ATG will also provide shipboard tactical/technical training using embedded or portable shipboard training devices. Training for individual and CIC team watchstanders will be conducted utilizing lectures and single and multiple warfare area scenarios. Stand-alone and integrated scenario based AW Training with ship's Combat Systems Training Teams (CSTT) and AW watchteams will be conducted in accordance with Class Combat Systems Techniques and Procedures, applicable OPTASKS and The Commanding Officer's Battle Orders.

       Basic LINK 11/16 configuration, data exchange, NECOS/FJUA and Satellite proficiency will be demonstrated during a Strike Group MULTI-TDL exercise or MULTI-TDL inport training exercises (MITE). A unit must demonstrate proficiency with two watchteams. ATGCSCS, NCTSI, SESEF and FTSC will assist in the assessment, training and troubleshooting of ships in the initiation and operation of LINK 11, LINK 16 and LINK 4A. LINK capable units will designate a LINK Response Team (LRT) consisting of a minimum of three personnel in ratings directly related to establishing and maintaining LINK connectivity. Ratings include, but are not limited to, OS/FC/ET/IT. LINK Response Team personnel shall ensure shipboard LINK/TDL connectivity IAW JMTOP procedures. CIC LCPO and LRT personnel are required to attend all MITE briefs and participate in exercises. ATG will utilize all available group trainers (I.E. BGIE, MGIT) to assist with the accomplishment objectives and complete necessary training as available. Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

       The Air Warfare Certification is achieved when all Air Warfare Maintenance and Unit Level Training Phases (basic phase) certification requirements listed in paragraph 8 are met.

6. <u>Air Warfare Training Objectives</u>. Ships will demonstrate proficiency in the following objectives and tasks by both sections of the AW watchteam and condition 1 watchteam in a synthetic environment prior to the end of the basic phase training. Ships will use the ATG's watchteam/watchstander training objectives and tasks to complete the following during basic phase training:

    (a) Analyze and Plan for an AW mission
    (b) Direct and manage an AW mission
    (c) Initialize and Configure/Reconfigure Systems to include transition of weapons posture
    (d) Search for Air Contacts
    (e) Detect Air Contacts
    (f) Classify Air Contacts
    (g) Track Air Contacts
    (h) Report Air Contacts
    (i) Engage Air Contacts

(j) Establish and Maintain LINK 11
(l) Establish and Maintain LINK 16
(m) Establish and Maintain LINK 4a (as applicable)
(n) Establish and Maintain Multi-LINKS
(o) Control Combat Systems Casualties

7. <u>Air Warfare SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for class applicability.   Refer to paragraph 1103f for synthetic training philosophy and Appendix C for authorized training equivalencies. Exercise descriptions are contained in FXP-2. Circumstances may dictate completion of some exercises (including firing exercises) after basic phase training.

Exercise	Description	Periodicity
AW-2-SF	LINK 11 Operations	24, 0, 0
AW-3-SF	Radar and IFF Tracking	3, 6, 9
AW-4-SF	AA Target DESIG & ACQ (Non-Firing)	24, 0, 0
AW-6-SF	S/S Air Tgt Detect, Track, DESIG & ACQ (Non-Firing)	24, 0, 0
AW-7-SF	Tactical AW	3, 6, 9
*AW-11AS-SF	Subsonic ASMD Stream Raid (Firing)	6,12, 18
AW-11C-SF	RAM Fleet round simulator engagement	24, 0, 0
AW-12-SF	AA Gunnery (Firing)	24, 0, 0
AW-15-SF	Info Procedures	24, 0, 0
AW-17-SF	LINK 11 Intrusion – Jamming	24, 0, 0
AW-20-SF	CIWS Readiness Evaluation	24, 0, 0
AW-21-SF	CIWS Firing	24, 0, 0
AW-24-SF	Detection to Engage Sequence (Non-Firing)	24, 0, 0
AW-26-SF	LINK 4A AIC	24, 0, 0
*AW-27-SF	S/S ASMD Low Altitude (Firing)	6, 12, 18
AAW-3-I	Air Intercept Control	24, 0, 0
AAW-4-I	Aircraft Control - Lost Plane Homing	24, 0, 0
CCC-6-SF	Radio-Telephone Drills	3, 6, 9
CCC-15-SF	NDTS Initiation/Operation	3, 6, 9
CCC-16-SF	AEGIS Doctrine Management	6, 12, 18
CCC-17-SF	LINK 11 Fast Frequency Change	3, 6, 9
CCC-42-SF	LINK 11 Operations	3, 6, 9
CCC-43-SF	Link 16 Operations	3, 6, 9
CCC-44-SF	Multi-Link Operation	3, 6, 9
CCC-45SF	Satellite Link 11 Operations	6, 12, 18
CCC-46-SF	Satellite Link 16 Operations	6, 12, 18
NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-2-SF	Assist to Remote Stations	3, 6, 9
NCO-3-SF	Invest and Reporting	3, 6, 9
NCO-4-SF	Report of Elect Casualty	6, 12, 18
NCO-5-SF	Casualty Repair during loss of lighting	6, 12, 18
NCO-6-SF	Use of Installed Spare Fuses	6, 12, 18
NCO-8-SF	Sound-Powered Phone Casualty	6, 12, 18
NCO-9-SF	Secondary ECC/CSMC	6, 12, 18
NCO-10-SF	Elect. Cooling Water Casualty	6, 12, 18
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-13-SF	Use of ECC/CSOSS Manual	6, 12, 18
NCO-14-SF	Draw Emerg. Repair Parts	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9
NCO-16-SF	ECC/ESS	12, 18, 24
NCO-28-SF	ROE	3, 6, 9
NCO-32-SF	Terrorist Aircraft Attack (at sea)	6, 12, 18

   * Not authorized for live fire. Conduct only as a synthetic exercise.

8. <u>Air Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

   (a) Satisfy all AW CTR's.
   (b) Assess ship's Watchteam Replacement Plan (WTRP).
   (c) Demonstrate Condition I and III watchteams
   (d) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
   (e) Completion of all applicable objectives, as outlined in paragraph 6 above, and tasks by two AW watchteams and one condition 1 watchteam
   (f) Completion of applicable objectives and tasks by two LINK Operators in conjunction with Multi-TADIL Exercises (MITEs)
   (g) Complete a successful Detect-to-Engage (AAW-24-SF) (as applicable)
   (h) Demonstrate unit level tactics using current CO Battle Orders, TACMEMOS and publications:
       (1) TM 3-01.11-01 AAW Planning Guide
       (2) NWP 3-01-12 Surface Ship AAW Tactics
       (3) Theater Specific OPTASKS/Supplement
   (i) M-2 in AW Training SORTS (circumstances may dictate completion of some exercises after basic phase training)
   (j) Achievement of Training Level III (B/B) per Article 2306

TAB E TO SECTION 4

COMMUNICATIONS (CCC) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. Communications References:

    (a) NTP-2 Navy SATCOM Procedures
    (b) NTP-3, Telecommunications Users Manual
    (c) NTP-4, Fleet Communications Users Manual
    (d) COMNDINST M16672.2, Navigation Rules
    (e) SW073-AA-MMO-010, Technical Manual, Description, Operation and Maintenance Instructions For Chemical Warfare Directional Detector AN/KAS-1
    (f) NWP 1-01, Naval Warfare Publications Guide
    (g) NWP 5-01 Naval Operating Planning
    (h) NWP 6-01 Maintenance Operational Communications Doctrine
    (i) NWP 6-01.1 Battle Group Communications
    (j) FXP-3, Strike Warfare (STW), Surface Warfare (SUW), Intelligence (INT), Command and Control Warfare (C2W), and Command Control and Communications (CCC) Exercises
    (k) CINC OPORD 201/2000 ANNEX K
    (l) NCTAMS EASTPAC/WESTPAC C2000.3, FTP PAC I/O
    (m) NCTAMS LANT/MED FTP C2300.2
    (n) ACP-100 Allied Call Sign and Address Group, System Instructions and Assignments
    (o) ACP-100 US SUPP-1 U.S. Call Sign and Address Group System
    (p) ACP-121 US SUPP-1 Communication Instructions - General
    (q) ACP-131 US EFF Communications Instructions – Operating Signals
    (r) TYCOM OPORD 201/2000 ANNEX KILO
    (s) Numbered FLT OPORD 201/2000 ANNEX KILO
    (t) COMUSNAVCENT/COMFITHFLT OPORD 1000-01 ANNEX K
    (u) Navy-wide OPTASK COMMS
    (v) Navy-wide OPTASK INFORMATION MANAGEMENT
    (w) TM 3-56.1-03 Afloat Interface Control Officer
    (x) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil)(y) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)
    (y) FXP-4, Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombat Operations (NCO), and Explosive Ordnance Disposal (EOD) exercises

3. Communications Continuous Training Requirements.

    (a) Complete Afloat Self-Assessment (ASA) Checksheet (See ref (x))
    (b) Two PQS qualified (including Interim qualifications) watchteams (qualified CSTT/STT may serve as second watchteam)
    (c) Full allowance of signals related equipment and flags
    (d) Participation in inport Communications Drills (where available)
    (e) Review Emergency Destruction Plan
    (f) Participation in a monthly Communications Exercise (COMM-EX) (ITC Event)
    (g) Participation in a monthly Visual Signals Exercise (VIS-EX) (ITC Event)
    (h) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM
requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.

4. <u>Communications CART II Admin/Material/Operations</u>

   (a) Verify Communications CTR status
   (b) Spot-check of afloat self-assessment check sheets to verify thorough and accurate self-assessment
   (c) Appraise training aids and training devices as applicable
   (d) Material Readiness Checks: SESEF range for communications checks, Flag bag, Search lights, ship's binoculars, NVDs, IR Signaling Systems, Hand Held Systems for Small Boats Operations, and Day Shapes
   (e) Assess a ship executed, ATG provided scenario
   (f) Stand-alone Visual Communications Exercise
   (g) Verify IAVA compliance

5. <u>Communications Maintenance and Unit Level Training Phases (basic phase) Training Methodology</u>. ATG will assess and train Information Systems Technician watchstanders in establishing and maintaining all legacy communications including: VHF, HF, UHF, SHF, EHF voice and data systems utilizing SESEF and other outside commands as appropriate. ATG will observe the ship's ability to establish end-to-end user patched radio-telephone remote terminals and process communications record traffic utilizing all means of shipboard equipment used to process and disseminate message traffic. In addition, ATG will train to and assess the ship's abilities to manage Information Exchange, IT-21 systems including the use of Network Centric Warfare tools associated with the Collaboration at Sea (CAS) and operation/maintenance of Local Area Networks and Information Security procedures to include: transitioning through Information Conditions (INFOCON) and Information Systems Security measures. ATG will assess and train personnel on flag hoist, flashing light, semaphore, and IR signaling visual communications procedures. During CART II, ATG will conduct administrative checks using the ASA Checklist, review CTR's, assess watchstander proficiency in a scenario-based environment and observe casualty control drills. Ships are encouraged to complete the ISIC conducted Comprehensive Communications Assessment and the ISIC conducted Electronic Key Management System (EKMS) inspection during the Maintenance and Unit Level Training Phases (basic phase) to allow all inspections to align in the Maintenance and Unit Level Training Phases (basic phase). Maintenance proficiency is determined through watchstander completion of objectives, response to changing tactical conditions, and handling casualty control situations while maintaining critical communications. Where available, ATG will act as the Inport Training Coordinator for inport Visual Communications exercises. Portions of Visual COMMS proficiency will be evaluated using the inport Visual Communications exercises during the these phases. Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. The Communications Certification is achieved when all Communications Maintenance and Unit Level Training Phases (basic phase) certification requirements in paragraph 8 are met. . In addition to the Maintenance and Unit Level Training Phases (basic phase) of training, ATG provided LTT's maybe requested anytime before CART II or after FEP to improve visual communications readiness. Details are contained in references (x) and (y).

6. <u>Communications Training Objectives</u>. The following objectives and tasks shall be completed by both Condition III Communications watchteams in a synthetic environment prior to the end of Maintenance and Unit Level Training Phases (basic phase) training with the exception of Demonstrate Information Systems Equipment Casualty Control and Control Combat System Casualties, that must be completed by the Communications Condition I watchteam. Ships will use the ATG's watchteam/watchstander Objective Based Training (OBT) to complete the following during Maintenance and Unit Level Training Phases (basic phase) training as applicable.
       Analyze and develop a Communications Plan
       Provide HF Communication
       Provide UHF (Line-Of-Sight) and VHF Communication
       Provide UHF (Satellite) Communication
       Provide IT-21 Architecture
       Provide EHF/NECC Communication
       Provide SHF Communication
       Demonstrate Communication Operational Procedures
       Demonstrate Information Systems Equipment Casualty Control
       Process and disseminate message traffic
       Provide Information Control

Demonstrate Information Exchange (to include CAS eg: MS Chat, NET Meeting, etc.)
Maintain External Visual Communications
Conduct Internal Operational Communications

7. <u>Communications SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for class applicability.
Exercise descriptions contained in FXP-3. Refer to paragraph 1103f for synthetic training philosophy and appendix
C for authorized training equivalencies.
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Exercise Description		Periodicity
CCC-1-SF	SYSCON Fleet Satellite Broadcast	3, 6, 9
CCC-2-SF	Communications Operational Planning	6, 12, 18
CCC-4-SF	SYSCON Ship Term for B, C, D, and G Systems	3, 6, 9
CCC-5-SF	SYSCON Secure/Nonsecure Voice	3, 6, 9
CCC-6-SF	Radio-Telephone Drills	3, 6, 9
CCC-8-SF	Teletype Circuit Procedures	3, 6, 9
CCC-9-SF	Flag Hoist Procedures	3, 6, 9
CCC-10-SF	Flashing Light Procedures	3, 6, 9
CCC-11-SF	Semaphore Procedures	3, 6, 9
CCC-13-SF	EAP/Emergency Destruction	6, 12, 18
CCC-19-SF	Comprehensive Communications Assessment	24,0,0
CCC-24-SF	SYSCON Narrowband/Wideband SATCOM	3, 6, 9
CCC-25-SF	SYSCON SHF SATCOM	3, 6, 9
CCC-26-SF	SYSCON EHF SATCOM	3, 6, 9
CCC-30-SF	OTAT/OTAR	3, 6, 9
CCC-32-SF	SYSCON DAMA	3,6,9
CCC-33-SF	SYSCON HAVEQUICK Anti-Jam UHF	3,6,9
CCC-34-SF	SYSCON Single Audio System (SAS) and Black Audio Switch (BAS)	3,6,9
CCC-35-SF	SYSCON NAVMACS	3,6,9
CCC-37-SF	ADNS COMMS Operations	3,6,9
CCC-38-SF	SYSCON INMARSAT SATCOM	3,6,9
CCC-39-SF	SYSCON 5KHZ SATCOM	3,6,9
CCC-40-SF	SYSCON Information Systems	3,6,9
CCC-41-SF	SYSCON Information Assurance	3,6,9
NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-2-SF	Assist to Remote Stations	3, 6, 9
NCO-3-SF	Investigating and Reporting	6, 12, 18
NCO-4-SF	Report of Elect Casualty	6, 12, 18
NCO-6-SF	Use of Installed Spare Fuses	6, 12, 18
NCO-8-SF	Phone Casualty	6, 12, 18
NCO-10-SF	Elect. Cooling Water Casualty	6, 12, 18
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-14-SF	Draw Emergency Repair Parts	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9
NCO-16-SF	ECC/ESS	12, 18, 24

8. <u>Communications Maintenance and Unit Level Training Phases (basic phase) Certification</u>

   (a) Satisfy all Communications CTR's
   (b) Assess ship's Watchteam Replacement Plan (WTRP)
   (c) Completion of Training Objectives in paragraph 6 above by two Communications watchteams
   (d) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM
requirements for this mission area. For those school requirements not complete, a quota must be obtained and
scheduled.

   (e) M-2 in CCC Training SORTS

   (f) Be within periodicity of the Comprehensive Communications Assessment (CCC-19-SF) (ISIC Conducted)Maintenance

   (g) Be within periodicity of the CMS/Electronic Keying Management System (EKMS) Inspection (ISIC Conducted)Maintenance

   (h) Achievement of training Level III (B/B) per Article 2306.

TAB F TO SECTION 4

CRYPTOLOGY (CRY) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: CG, DD (OUTBOARD Equipped), DDG (except FL I), LHA and LHD.

2. Cryptology References

   (a) DOI-103, Defense Special Security Communications System (DSSCS) Operating Instructions System/Data Procedures
   (b) Joint DODIIS/Cryptologic SCI Information Systems Security Standards
   (c) SECNAVINST 5510.30(series) Department of the Navy Personnel Security Program
   (d) SECNAVINST 5510.36 Department of the Navy Information Security Program
   (e) OPNAVINST 2201.3, Communications Security
   (f) CMS-21A, Communications Security Material System
   (g) NTP-3, Telecommunications Users Manual
   (h) NTP-4, Fleet Communications Users Manual
   (i) NWP 6-01.1 Basic Operations Communications Doctrine
   (j) Radiotelephone Users Manual
   (k) USSID 9, 18, 101, 103, 124, 301, 369, 5511
   (l) Crosshair Operating Instruction
   (m) CINC OPORD 201/2000 Annex S
   (n) Numbered FLT OPORD 201/2000 Annex S
   (o) Navy-wide and Fleet Supplement OPTASK Cryptology, SI Supplements and Navywide OPTASK IW
   (p) FXP-3, Strike Warfare (STW), Surface Warfare (SUW), Intelligence (INT), Command and Control Warfare (C2W), and Command Control and Communications (CCC) Exercises
   (q) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil)
   (r) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)
   (s) FXP-4, Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Non-combat Operations (NCO), and Explosive Ordnance Disposal (EOD) exercises

3. Cryptology Continuous Training Requirements.
   (a) Complete ASA Checksheet (See ref (q))
   (b) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
   (c) Two PQS/JQR qualified (including Interim qualifications) watchteams (qualified CSTT may serve as second watchteam)
   (d) Participation in monthly inport/underway Cryptologic Stimulator Exercises (CSE) with both KLs and STRUM reports generated and evaluated, where available. Cryptologic Readiness Group (CRG) will assess and provide metrics to Cryptologic Readiness Coordinator, SIGWO/EWO, DIVCPO, ATG and other entities as appropriate.
   (e) Commanding Officer's Battle Orders signed by current Commanding Officer
   (f) System Calibrations for CDF/COBLU, and T-RDF
   (g) New system SOVT completion, as applicable.
   (h) Completion of BCAT/ICAT/CCAT/NCAT/(MCAT – when on-line) by all required personnel

4. Cryptology CART II Admin/Material/Operations

   (a) Verify Cryptology CTR status
   (b) Complete Knowledge Based Assessment Examination
   (c) Appraise training aids and training devices
   (d) Assess a ship executed ATG provided scenario

    (e) Spot-check of afloat self-assessment checksheets to verify thorough and accurate self-assessment

5. <u>Cryptology Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology</u>. ATG will assess and train units' Cryptologic Direct Support Elements. During CART II, ATG will conduct administrative checks using the Afloat Self Assessment (ASA), review CTR's , administer the Cryptologic Assessment Test, and observe ability to provide cryptologic support to the CO, TAO, and key watchstanding personnel. ATG will assess and train watchstanders in establishing and maintaining Cryptologic voice and data circuits, observe ship's ability to collect, process, analyze and report signals of interest, and provide I&W to own-ship, battle group and National assets to include tactical/strategic voice and record reports, while participating in complex, multi-mission scenario environments. ATG will also observe performance of ships ability to locate, track and correlate targets of interest through Radio Direction Finding operations (where applicable) and procedures for conducting own force monitoring. Tailored training will be conducted on all areas identified as being deficient. Proficiency is determined through watchstander completion of objectives, response to changing tactical conditions, and handling casualty control situations while maintaining critical communications. Cryptologic collection operations proficiency can be enhanced through participation in the Cryptologic Stimulator Exercises (CSE) conducted by CRG during TSTA, ATG observers may use the CSE conducted by CRG in order to train and assess Cryptologic Condition III watch standers. ATG observers may use Battle Group In port Exercise-Unit level (BGIE-U) in order to train and assess Cryptologic Condition III watch standers. ATG provided scenarios will be utilized for assessment purposes during CART II, ITT and FEP. Casualty control assessments will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I and/or III during CART II. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. The Cryptology Certification is achieved when all Cryptology Maintenance and Unit Level Training Phases (Basic Phase) certification requirements in paragraph 8 are met. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

6. <u>Cryptology Training Objectives</u>. The following objectives and tasks shall be completed by both sections of the Cryptologic watchteams in the synthetic environment prior to the end of Maintenance and Unit Level Training Phases (Basic Phase) training. Ships will use the ATG's watchteam/watchstander training objectives and tasks to complete the following during Maintenance and Unit Level Training Phases (Basic Phase) training:

              Provide Cryptologic Communications Systems
              Control Combat Systems Casualty
              Configure Equipment for C4I Cryptologic Operations
              Conduct Cryptologic Watchteam Operations

7. <u>Cryptology SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions contained in FXP-3. Refer to paragraph 1103f for synthetic training philosophy and appendix C for authorized training equivalencies.

Exercise Description		Periodicity
C2W-30-SF	Detect, Classify, Track and Report	3, 6, 9
C2W-33-SF	Tactical Air Targeting	12, 18, 24
C2W-36-SF	Global Command and Controlled System-Maritime (GCCS-M) Special Compartmented Information (SCI) Exercise	6, 12, 18
C2W-37-SF	Radio Direction Finding Exercise	3, 6, 9
C2W-38-SF	Cryptologic Stimulator Simulator (CSE)	1, 2, 3
CCC-13-SF	Emergency Action Plan	6, 12, 18
CCC-20-SF	SYSCON SI Term/Z Term	6, 12, 18
CCC-21-SF	SYSCON OPINTEL BCST/SI COM (N SYS)	6, 12, 18
CCC-22-SF	SYSCON SPRAC Net	6, 12, 18
CCC-23-SF	CRITIC Handling	3, 6, 9
CCC-30-SF	OTAT/OTAR	3, 6, 9
CCC-36-SF	SCI ADNS Communications Operations Exercise	3, 6, 9

NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-3-SF	Invest. and Reporting	6, 12, 18
NCO-4-SF	Report of Elect Casualty	6, 12, 18
NCO-6-SF	Use of Installed Spare Fuses	6, 12, 18
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9
NCO-16-SF	ECC/ESS	12, 18, 24

8. Cryptology Maintenance and Unit Level Training Phases (Basic Phase) Certification

(a) Satisfy all applicable Cryptology CTR's.
(b) Assess ship's Watchteam Replacement Plan (WTRP)
(c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
(d) Completion of applicable Training Objectives in paragraph 6 above by two Cryptology watchteams
(e) Cryptologic Qualification (CT-Qual)
    (1) A score of 80% or better on the Cryptologic Assessment Test
(f) Achievement of Level III (B/B) in both Watchstander and Training Team Proficiency per Article 2306.
(g) M-2 in C2W SORTS.

9. Cryptology Follow-on Training/Material Assessments

(a) CSG/ESG Cryptologic/Intelligence Team Training/COBLU Advanced Team Trainer (K-231-0106)
(b) Supplemental Cryptologic Team Training (K-231-0180)
(c) Non-Morse Cryptologic Afloat Training (NCAT) (K-231-1002)
(d) Practical Signals Analysis Training (PSAT) (K-231-1000B)
(e) Combat DF Team Trainer (K-231-0139)
(f) CCWS SSEE PHASE II (K-231-0156)
(g) COBLU(INT) Team Trainer (K-231-0145)
(h) NSGA CRG courses: Basic Scenario, KL and STRUM writing, Advanced Scenario, Cryptologic Unified Build (CUB) and HFDF.

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TAB G TO SECTION 4

ELECTRONIC WARFARE (EW) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: AGF, AOE, CG, DD, DDG, FFG, LCC, LHA, LHD, LPD, and LSD.

2. <u>References</u>

    (a) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil
    (b) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)

3. <u>Electronic Warfare Continuous Training Requirements.</u>
    (a) Complete ASA Checksheet (See reference (a))
    (b) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (c) Two PQS qualified (including Interim qualifications) watchteams and one PQS qualified Decoy loading team. (qualified CSTT may serve as second watchteam)
    (d) Commanding Officer's Battle Orders signed by the Commanding Officer
    (e) Complete SESEF AN/ULM-4 Testing
    (f) Participation in inport EW Exercise (EWEX) where available
    (g)   Current EMCON Bill, EW/CS Doctrine, PCMS Doctrine and Deceptive Lighting Doctrine
    (h) Verify training device (BEWT/OBT) is operational

4. <u>Electronic Warfare CART II Admin/Material/Operations</u>

    (a) Verify EW CTR Status
    (b) Material Readiness Checks: OCSOT/SOT, AN/ULM-4 Electronic Support Measure Test results
    (c) Appraise training aids and training devices as applicable
    (d) Assess a ship executed ATG provided scenario
    (e) Complete C2W-14-SF

5. <u>Electronic Warfare Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology</u>. ATG will assess and train shipboard personnel in Electronic Warfare preparations and operations, SLQ-32 operator procedures, Electronic Attack (EA)/anti-ship missile defense (ASMD) to include SRBOC loading incorporated into ship executed ATG scenarios IAW current directives, OPTASKS, and TACNOTES. In addition, ATG will provide scenarios to assess the watchstanders ability to detect and correlate intercepted signals, and assess Emission Control (EMCON), and casualty control procedures. During CART II, ATG will administer Electronic Warfare Assessment for all CTT personnel , conduct administrative checks using the Afloat Self Assessment (ASA), review CTR's, observe CHAFF LOADEX, assess watchstander proficiency in a scenario-based environment and observe casualty control drills. During TSTA, ships will demonstrate the ability to rig Passive Counter Measure System (PCMS), set appropriate PCMS Conditions, and rig Deceptive Lighting IAW Ships' Deceptive Lighting Bill. Proficiency is determined through watchstander completion of objectives, response to changing tactical conditions, and handling casualty control situations. Electronic Warfare proficiency can be enhanced through participation in inport EW exercises (as applicable). Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. The Electronic Warfare Certification is achieved when all Electronic Warfare Maintenance and Unit Level Training Phases (Basic Phase) certification requirements in paragraph 8 are met. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

6. <u>Electronic Warfare Training Objectives</u>. The following objectives and tasks shall be completed by both sections of the Electronic Warfare watch organization. Condition I and standalone objectives will be assessed in the synthetic environment prior to the end of Maintenance and Unit Level Training Phases (Basic Phase) training. Ships

will use the ATG's watchteam / watchstander training objectives and tasks during Maintenance and Unit Level Training Phases (Basic Phase) training:

> Initialize and Configure/Re-Configure System
> Detect ES Contacts
> Classify ES Contacts
> Track ES Contacts
> Report ES Contacts
> Conduct Electronic Attack (EA) Operations
> Conduct Electronic Attack (EA) Assessment
> Protect Own Force Command and Control (C2)
> Conduct Emission Control (EMCON)
> Conduct Operational Deception (OPDEC)
> Support Tactical Combat Assessment
> Control Combat Systems Casualties

7. <u>Electronic Warfare SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions contained in FXP-3. See SURFORTRAMAN Appendix C for exercise equivalencies.

Exercise Description		Periodicity
C2W-2-SF	ES Detection, Analysis and Report	3, 6, 9
C2W-3-SF	Extended EMCON	3, 6, 9
C2W-4-SF	EMCON set and Modification	3, 6, 9
C2W-5-SF	Satellite Vulnerability	3, 6, 9
C2W-6-SF	Watch Eval	3, 6, 9
C2W-11-SF	Chaff Firing	6, 12, 18
C2W-14-SF	EW Assessment Exam	12, 18, 24
C2W-15-SF	Mk36 Loading Exercise	6, 12, 18
NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-3-SF	Invest. and Reporting	6, 12, 18
NCO-4-SF	Report of Elect Casualty	6, 12, 18
NCO-6-SF	Use of Installed Spare Fuses	6, 12, 18
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9

8. <u>Electronic Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

(a) Satisfy all applicable EW CTR's.
(b) Assess ship's Watchteam Replacement Plan (WTRP)
(c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
(d) Completion of Training Objectives in paragraph 6 above by two EW watchteams (qualified CSTT may serve as second watchteam)
(e) Complete Knowledge-Based Assessment C2W-14-SF (70% or greater)
(f) M-2 in C2W SORTS
(g) Exceed minimum standards during AN/ULM-4 Testing
(h) Achievement of Level III (B/B) in both Watchstander and Training Team Proficiency per Article 2306.

TAB H TO SECTION 4

MEDICAL (FSO-M) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. Medical References

   (a) COMNAVSURFORINST 6000.1 Series – Shipboard Medical Procedures Manual
   (b) COMFLTFORINST 6000.1 Series – Medical Readiness Assessment Program
   (c) NWP 3-20.31 – Surface Ship Survivability
   (d) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil/atgl.spear.navy.mil)
   (e) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)

3. Medical Continuous Training Requirements.
   (a) *Four Stretcher-Bearers and one Phone Talker assigned and PQS qualified per Battle Dressing Station
   (b) *PQS qualification for Medical/DCTT-Medical Training Team, Stretcher-Bearers, and Battle Dressing Station (BDS) Phone talkers
   (c) Inspection and inventory of all Emergency Medical Equipment (including Battle Dressing Stations) - 100% on hand or on order
   (d) *IDC assigned with NEC HM 8425 (IDC)
   (e) Battle and Mass Casualty Bills complete
   (f) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
   (g) ASA Check-sheet completed. (Available at reference (d)). Correction of identified discrepancies not required prior to CART II unless other CTR's are affected.

4. Medical CART II Admin/Material/Operations

   (a) Verify Medical CTR status
   (b) MRA to be completed by the ISIC.
   (c) Medical Material Readiness Checks
       1) Battle Dressing Stations
       2) Emergency Medical Equipment
       3) Installed medical equipment (eye wash stations and decon stations)
   (d) Review training aids and training devices as applicable
   (e) Assess a ship executed ATG provided scenario (See reference (e))

5. Medical Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology ATG will assess and train training team and watchstander personnel at CART II during execution of an ATG-standardized series of drills selected from Appendix A. The assessment includes observation of departmental personnel, Repair Locker stretcher-bearers and Battle Dressing Station personnel performing mass casualty and basic first aid exercises. The Medical Certification is achieved when all Medical Maintenance and Unit Level Training Phases (Basic Phase) certification requirements in paragraph 8 are met. ATG provided LTT's can be scheduled anytime before CART II or after FEP to improve readiness.

6. Medical Training Objectives. The following objectives and tasks shall be completed by each Battle Dressing Station Team and the First Aid objective and task must be completed by each department prior to the end of Maintenance and Unit Level Training Phases (Basic Phase) training.

           Basic First Aid
           Battle Dressing Station Operations
           Mass Casualty

7. Medical SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for ship class applicability.
Exercise descriptions contained in FXP-4.

Exercise	Description	Periodicity
FSO-M-1-SF	Battle Dressing Station	3, 6, 9
FSO-M-2-SF	Personnel Casualty Transport	3, 6, 9
FSO-M-3-SF	Compound Fractures	3, 6, 9
FSO-M-4-SF	Sucking Chest Wound	3, 6, 9
FSO-M-5-SF	Abdominal Wound	3, 6, 9
FSO-M-6-SF	Amputation	3, 6, 9
FSO-M-7-SF	Facial Wound	3, 6, 9
FSO-M-8-SF	Electrical Shock	3, 6, 9
FSO-M-9-SF	Mass Casualty	3, 6, 9
FSO-M-10-SF	Smoke Inhalation	3, 6, 9
FSO-M-11-SF	Burns	3, 6, 9

8. Medical Maintenance and Unit Level Training Phases (Basic Phase) Certification

   (a) Satisfy all Medical CTR's.
   (b) Assess ship's Watchteam Replacement Plan (WTRP)
   (c) Completion of all Objectives for each Battle Dressing Station
   (d) Completion of Basic First Aid Objective for each Department
   (e) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM
        requirements for this mission area. For those school requirements not complete, a quota must be obtained
        and scheduled.
   (f) Mass Casualty Drill (FSO-M-9-SF)
   (g) All Emergency Medical Equipment on-hand with the exception of CBR medications which will be brought
        to 100% onboard within 90 days of deployment.
   (h) Achievement of Level III (B/B) in both Watchstander and Training Team Proficiency per Article 2306.

TAB I TO SECTION 4

DIVING & SALVAGE (FSO-S) CERTIFICATION CRITERIA

1. This certification applies to the ARS class ships.

2. <u>Diving & Salvage References</u>

   (a) ARS – 50 Class Salvage Operational Handbook
   (b) U. S. Navy Salvage Manual Vol. 1 (Strandings)
   (c) FXP – 4, Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombat Operations (NCO), and Explosive Ordnance Disposal (EOD) exercises
   (d) COMNAVSURFPACINST 3501.1E, Diving Operation Readiness Assessment
   (e) U. S. Navy Salvage Manual Vol. 2- Harbor Clearance
   (f) U. S. Navy Salvage Manual Vol. 3- Firefighting and Damage Control
   (g) U. S. Navy Salvage Manual Vol. 4- Deep Ocean Operations
   (h) U. S. Navy Salvage Manual Vol. 5- POL Offloading
   (i) U. S. Navy Salvage Manual Vol. 6- Oil Spill Response
   (j) U. S. Navy Diving Manual, Revision 4
   (k) U. S. Navy Towing Manual, Revision 2
   (l) U. S. Navy Salvage Engineer's Handbook, Vol. 1- Salvage Engineering
   (m) OPNAVINST 4740.2F, Salvage and Recovery Program
   (n) COMPACFLTINST 4740.1J, Salvage and Recovery Operations
   (o) COMNAVSURFPACINST 4740.3E, Ship Salvage and Aircraft/Object Recovery Operations
   (p) Tab B to Appendix 23 to Annex C to C3F/C7F OPORD 201, Salvage Operations
   (q) Tab B to Appendix 23 to Annex C to C3F/C7F OPORD 201, Towing and Salvage
   (r) U. S. Navy Emergency Ship Salvage Materiel Catalog, Vol. 1- Salvage Equipment
   (s) U. S. Navy Emergency Ship Salvage Materiel Catalog, Vol. 2- Pollution Equipment

3. <u>Diving & Salvage Continuous Training Requirements.</u>

   (a) Diving Operations: Two PQS qualified Diving Supervisors, two PQS qualified Chamber Inside Tenders, two PQS qualified Diver's Life Support System Operators, two PQS qualified Diver Davit Winch Operators, one PQS qualified Diving Officer, and a one qualified Master Diver (NEC 5341).
   (b) Salvage Operations: One PQS qualified Towing Machine/Traction Winch Operator, one PQS qualified Salvage Supervisor, six PQS qualified Salvage Riggers, one PQS qualified Aft Boom Operator and Rig Hatch Captain, four PQS qualified Deck Riggers, and one PQS qualified Capstan Operator.
   (c) Towing, Diving and Salvage Bills complete.
   (d) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
   (e) Inspection and inventory of all Emergency Diving Medical Equipment - 100% on hand.
   (f) Independent Duty Corpsman (IDC) assigned with NEC HM 8494 (Deep Sea Diving IDC) or Surface Force IDC (NEC HM 8425) and a Medical Deep Sea Diving Technician (NEC HM 8493).
   (g) Dive System Certification within periodicity and will remain valid throughout training cycle.
   (h) Tow Machinery Certification within periodicity and will remain valid throughout training cycle.
   (i) Diving Safety Survey within periodicity and will remain valid throughout training cycle.
   (j) Diving Operational Readiness Assessment (DORA) within periodicity and will remain valid throughout training cycle.
   (k) Salvage Training Readiness Evaluation (SALTRE) complete.

4. <u>Diving and Salvage CART II Admin/Material.</u>

    (a) Verify Diving and Salvage CTR status
    (b) Verify SALTRE check sheets for the following areas:
        (1) Salvage Administration
        (2) Training
        (3) Anchoring and Mooring Equipment
        (4) Davits and Boats
        (5) Booms
        (6) Towing Gear
        (7) Towing Jewelry

5. <u>Diving and Salvage Maintenance and Unit Level Training Phases (basic phase) Methodology.</u> The ISIC will request diving and salvage training from the appropriate Mobile Diving and Salvage Unit (MDSU). MDSU trainers will coordinate with ATG on Maintenance and Unit Level Training Phases (basic phase) diving and salvage training events. MDSU will perform CART II/Admin/Material checks and will assess the ship's Master Diver and diving and salvage personnel during the Maintenance and Unit Level Training Phases (basic phase) by observing the exercises in Paragraph 6. Subsequent training is scheduled based on proficiency levels observed, to address specific weaknesses and to support attainment of all objectives necessary to support certification in accordance with paragraph 8. The Diving and Salvage Maintenance and Unit Level Training Phases (basic phase) certification is achieved when all Diving and Salvage certification requirements in paragraph 8 are met. Following FSO-S Maintenance and Unit Level Training Phases (basic phase) certification, MDSU will coordinate with ISIC and ship on scheduling and conducting Salvage Training (SALTRA), the FSO-S intermediate training.

6. <u>Diving and Salvage Training objectives.</u> The objectives and tasks listed below shall be completed prior to the end of Maintenance and Unit Level Training Phases (basic phase) training. The training emphasis is on the maintenance unit requirements to ensure minimal proficiency to safely conduct diving operations and maintenance unit salvage operations that form the base core for SALTRA described in paragraph 9.

Exercise	Description
FSO-S-1-SF	Diver Requalification
FSO-S-2-SF	Surface Decompression
FSO-S-3-SF	Recompression Chamber Treatment/Operator Training
FSO-S-4-SF	Diver Station Emergency Procedures
FSO-S-5-SF	Underwater Hull Inspection
FSO-S-8-SF	Underwater Photography
FSO-S-9-SF	Hand-Held Sonar Training / GPS Training
FSO-S-11SF	Underwater Hydraulic / Pneumatic Tool Training
FSO-S-12-SF	Underwater Cutting
FSO-S-13-SF	Underwater Welding
FSO-S-14-SF	Underwater Patching and Dewatering Operation
FSO-S-15-SF	Salvage Pontoon / Lift Bag Training
FSO-S-17-SF	Demolition Training
FSO-S-21-SF	Pumping Operations

Note: FSO-S-20-SF Offship Firefighting Operations will normally be conducted during SALTRA. However, it may be conducted in conjunction with MOB-D-10-SF (Rescue and Assistance) exercise during Maintenance and Unit Level Training Phases (basic phase) Training as feasible. If completed satisfactorily during the Maintenance and Unit Level Training Phases (basic phase), it need not be repeated during SALTRA.

7. <u>Diving and Salvage SURFORTRAMAN exercises.</u> See SURFORTRAMAN Appendix A for ship class applicability. Exercise descriptions are contained in FXP-4. Refer to paragraph 1103f for synthetic training philosophy and Appendix C for authorized training equivalencies.

Exercise	Description	Periodicity
FSO-S-1-SF	Diver Requalification	4, 8, 12

FSO-S-2-SF	Surface Decompression	6, 12,18
FSO-S-3-SF	Recompression Chamber Treatment/ Operator Training	6, 12,18
FSO-S-4-SF	Diver Station Emergency Procedures	4, 8, 12
FSO-S-5-SF	Underwater Hull Inspection	36, 0, 0
FSO-S-8-SF	Underwater Photography	6, 12,18
FSO-S-9-SF	Hand-Held Sonar Training / GPS Training	6, 12,18
FSO-S-11SF	Underwater Hydraulic / Pneumatic Tool Training	6, 12,18
FSO-S-12-SF	Underwater Cutting	36, 0, 0
FSO-S-13-SF	Underwater Welding	36, 0, 0
FSO-S-14-SF	Underwater Patching and Dewatering Operation	12, 18, 24
FSO-S-15-SF	Salvage Pontoon / Lift Bag Training	6, 12,18
FSO-S-17-SF	Demolition Training	36, 0, 0
FSO-S-19-SF	Beach Gear Operation	36, 0, 0
FSO-S-20-SF	Offship Firefighting Operations	36, 0, 0
FSO-S-21-SF	Pumping Operations	12, 18, 24
FSO-S-22-SF	Liverpool Bridle / Retraction Exercise	36, 0, 0
FSO-S-23-SF	Getting Underway and Going Alongside With Alongside Tow	36, 0, 0
FSO-S-24-SF	Recovery of a Submerged Weight	36, 0, 0
FSO-S-25-SF	Hawking for a Lost Object	36, 0, 0
FSO-S-26-SF	Multiple Point Moor	36, 0, 0

8. <u>Diving and Salvage Maintenance and Unit Level Training Phases (basic phase) Certification.</u>
    (a) Satisfy all Diving and Salvage CTR's.
    (b) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (c) Completion of exercises listed in paragraph 6.
    (d) Achievement of Training Level III (B/B) in both watchstander and training team proficiency per Article 2306.

TAB I TO SECTION 4

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TAB J TO SECTION 4

INTELLIGENCE (INT) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. <u>Intelligence References</u>

    (a) ONI-2600Z-001-YR Fleet Intelligence Collection Manual (FICM)
    (b) COMNAVSURFLANT 3500.3 (series) POM Guide
    (c) COMPACFLTINST 3800 Pacific Fleet Intelligence Manual
    (d) COMNAVSURFLANTINST 5400.1 (series) Force Regulations
    (e) FXP-3, Strike Warfare (STW), Surface Warfare (SUW), Intelligence (INT), Command and Control Warfare (C2W), and Command Control and Communications (CCC) Exercises
    (f) COMPACFLT Directorate for Intelligence Website (www.cpf.navy.smil.mil/n2)
    (g) COMNAVSURFLANT N2 Website (http://ci-n2web01.clf.navy.smil.mil/surflant/index.htm)
    (h) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil)
    (i) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)

3. <u>Intelligence Continuous Training Requirements.</u>
    (a) Complete ASA Checksheet (See reference (h))
    (b At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (c) For LHA/LHD two qualified watchteams consisting of 1 EXPLOT Watch Officer, 1 EXPLOT Watch Supervisor, 1 JIC Watch Supervisor, 1 EXPLOT Red Data Base Manager, 2 JIC IDB/Analysts and 1 photographer per watchteam. For IS-3905/CDIO ships two qualified (including Interim qualifications) Watchteams consisting of 1 IS-3905 or 1 CDIO or 1 EIA, and one photographer per watchteam.
    (d) Ship's Intelligence Collection Bill updated annually and signed by current Commanding Officer
    (e) Assigned Snoopy Team consisting of at a minimum 1 Team Leader (EIA), 1 Photographer, 1 Binoculars (Big Eyes) Operator and 1 Recorder.
    (f) Participation in monthly inport Intel Exercises (INTELEX) to maintain proficiency during FRP.
    (g) Completion of Basic Shipboard Intelligence Course (BSIC), Intel Photography Course (IPC), GCCS-M "F" school, and Enlisted Tactical Applications Course (ETAC) requirements as defined in Appendix D.

4. <u>Intelligence CART II Admin/Material/Operations</u>

    (a) Verify Intelligence CTR status
    (b) Material Readiness Checks: Ships Intelligence Equipment (Camera and Intelligence Laptop), SIPRNET/IT-21 connectivity & GCCS-M System (I3) operability
    (c) Appraise training aids and training devices as applicable
    (d) Assess a ship executed ATG provided scenario/provide threat assessment for ATG scenario
    (e) Verify Joint Dissemination System account is established and Ship's Statement of Intelligence Interest (SII) is updated
    (f) Verify Infosphere Management System (IMS) account is established

5. <u>Intelligence Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology</u>. ATG will assess and train Shipboard Intelligence Centers, Independent Duty Intelligence Specialists (IS-3905), Collateral Duty Intelligence Officers and Enlisted Intelligence Assistants (as applicable) to collect and provide basic Intelligence in support of shipboard operations. This includes shipboard Sighting Team operations, preparation and dissemination of Intelligence Reports to theater/national level Intelligence commands and the ability to provide intelligence support to the CO, TAO, and key watchstanding personnel. ATG will also assess and train on the conduct of near real-time fusion analysis utilizing shipboard systems and sensors. During CART II, ATG will conduct administrative checks using the Afloat Self Assessment (ASA), review CTR's and assess watchstander proficiency in a scenario-based environment. Proficiency is determined through watchstander completion of objectives,

response to changing tactical conditions, and in the case of LHD/LHA's, handling casualty control situations. Intelligence proficiency can be enhanced through participation in inport Intelligence exercises. The Intelligence Certification is achieved when all Intelligence Maintenance and Unit Level Training Phases (Basic Phase) certification requirements in paragraph 8 are met. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

6. <u>Intelligence Training Objectives</u>.   The following objectives and tasks shall be completed by both sections of the Intelligence watchteams. Condition I and standalone objectives will be assessed in the synthetic environment prior to the end of Maintenance and Unit Level Training Phases (Basic Phase) training. Ships will use the ATG's watchteam/watchstander training objectives and tasks to complete the following during Maintenance and Unit Level Training Phases (Basic Phase) training during applicable watch conditions as denoted below:

> Conduct fusion analysis of available all-source information (Cond III)
> Provide Threat Assessment to Tactical Watchstanders (Cond III)
> Provide operational Intelligence support to Commander/Commanding Officer (Cond I and Standalone)
> Conduct Intelligence collection (Cond III)
> Report Intelligence Information (Cond III)
> Control Combat Systems casualties (Cond I)
> (applicable to LHA/LHD only)

7. <u>Intelligence SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions are contained in FXP-3. Refer to paragraph 1103f for synthetic training philosophy and appendix C for authorized training equivalencies.

Exercise	Description	Periodicity
INT-1-SF(BF)	Aircrew Event Brief	6,12,18
INT-2-SF(BF)	Aircrew Event Debrief	6,12,18
INT-2-SF(MS)	Intelligence Collection and Reporting	1, 2, 3
INT-3-SF(BF)	Intelligence Area Threat Brief	1, 2, 3
INT-6-SF(IS)	Intelligence Information Retrieval	1, 2, 3
INT-6-SF(OP)	Operational Intelligence Data Collection	3, 6, 9
INT-7-SF(IS)	Operational Intelligence	2, 4, 6
INT-7-A(MS)	Airborne Maritime Surveillance	6,12,18
INT-7-SF(OP)	Intelligence Support to Force Protection Planning	1, 2, 3
INT-8-SF(IS)	Imagery Interpretation	6,12,18
INT-8-SF(OP)	Intelligence Support to MIO	2, 4, 6
INT-10-A (MS)	Airborne Maritime Photography and Rigging	6,12,18
INT-12-SF(MP)	Intelligence Support to Plans for NEO	6, 12, 18
INT-13-SF(MP)	Imagery Support to Tactical Strike Planning	6,12,18

8. <u>Intelligence Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

(a) Satisfy all applicable Intelligence CTR's.
(b) Assess ship's Watchteam Replacement Plan (WTRP)
(c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
(d) Completion of applicable Training Objectives in paragraph 6 above by two Intelligence watchteams
(e) M-2 in Intelligence Training SORTS
(f) Achievement of Level III (B/B) in both Watchstander and Training Team Proficiency per Article 2306.

9. Intelligence Follow-on Training/Material Assessments
    (a) Intel Team Trainer (ITT) A-243-0008 (NMITC)/K-243-0001 (FITCPAC)
    (b) Warfare Commander's Conference (WCC) Intelligence Participation (LHA/LHD only)
    (c) Intel Surveillance Reconnaissance and Targeting Architecture Management Course (ISRT-AM) J-3A-1951
    (d) Pre-deployment Intel Conference K-243-5036
    (e) BGA/BGIT Intelligence Participation

TAB K TO SECTION 4

COMBAT LOGISTICS FORCE (LOG) CERTIFICATION CRITERIA

1. This certification applies to AOE, LHA and LHD class ships.

2. Combat Logistics Force References

    (a) CNSP/CNSLINST 3502.2(Series)
    (b) OPNAVINST 3501.1(Series)
    (c) FXP-4 (Fleet Exercise Pub)
    (d) NWP 4-01.4 (UNREP Manual)
    (e) NWP 3-50.1
    (f) OPNAVINST 5100.19(series) - Safety Manual Forces Afloat
    (g) NAVSEA UNREP Hardware and Equipment Manual
    (h) CNSL/CNSPINST 5040 (Series)
    (i) ATGPAC Website (www.atgpac.navy.mil) Basic Afloat Training Package (BATPAC)
    (j) ATGLANT Website (www.atgl.navy.mil) Toolbox

3. Combat Logistics Force Continuous Training Requirements.

    (a) PQS qualified (including Interim qualifications) UNREP Teams IAW Reference (b)
    (b) UNREP Ship Qualification Trials (SQT)
    (c)   Meet Aviation ready to train prerequisites
    (d)   At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM
requirements for this mission area. For those school requirements not complete, a quota must be obtained and
scheduled.

4. Combat Logistics Force CART II Admin/Material/Operations

    (a) Verify Logistics CTR status

5. Combat Logistics Force Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology.

    (a) For AOE class ships, satisfactory material condition of all CONREP stations is verified and teams are fully
        exercised during SQT. The flight deck is the only transfer station not tested/trained by SQT. Helo day for
        AOE class ships will be scheduled for a period sufficient to fully exercise the crew in VERTREP
        operations, as well as all other aspects of Helicopter Operations. Logistics Certification occurs when all
        requirements of paragraph 8 are met.
    (b) For LHA/LHD class ships, the Seamanship Training Team (STT) and the watchstanders will be assessed,
        trained and certified in their ability to deliver fuel (Day and Night) and conduct an Emergency Breakaway.
        If desired and where available, a Dockside UNREP Simulator (DUS) Trainer may be used to increase
        proficiency. The Logistics Certification is achieved when all the requirements in paragraph 8 are met.

6. Combat Logistics Force Objectives. The following objectives and tasks shall be completed by both sections of
the Logistics watchteams in the synthetic environment prior to the end of Maintenance and Unit Level Training
Phases (Basic Phase) training. Ships will use the ATG's watchteam/watchstander training objectives and tasks to
complete the following during Maintenance and Unit Level Training Phases (Basic Phase) training:

            Deliver Fuel/Cargo/Provision (AOE)
            Deliver Fuel (LHA/LHD)

7. Combat Logistics Force SURFORTRAMAN Exercises. Exercise descriptions contained in FXP-4.

Exercise	Description	Periodicity
LOG-3-SF	VERTREP*	3, 6, 9

LOG-4-SF	Day U/W refuel	3, 6, 9**
LOG-5-SF	Night U/W refuel	3, 6, 9**
LOG-6-SF	Day U/W Provision*	3, 6, 9
LOG-7-SF	Night U/W Provision*	3, 6, 9
LOG-8-SF	Emergency Breakaway	3, 6, 9**

* Not applicable for LHA/LHD
**LHA/LHD periodicity for applicable exercises will be 6/12/18

8. <u>Combat Logistics Force Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

  (a) Satisfy all applicable Logistic CTR's.

  (b) Assess ship's Watchteam Replacement Plan (WTRP)

  (c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.

  (d) M-2 in LOG Training SORTS

  (e) Achievement of Level III (B/B) in both Watchstander and Training Team Proficiency per Article 2306.

TAB L TO SECTION 4

MINE WARFARE (MIW) CERTIFICATION CRITERIA

1. This certification applies to MCM and MHC class ships.

2. <u>Mine Warfare References</u>

    (a) NWP 3-15 - Mine Warfare
    (b) NTTP 3-15.21 - Surface MCM Operations
    (c) NWP 3-15.26 - Passive MCM Systems and Tactics
    (d) TMFZ 3-15.13-02 SUBMARINE MINE COUNTERMEASURES MANUAL
    (e) ATP-6/MTP-6 - Volume I Naval Mine Warfare Principles
    (f) ATP-6/MTP-6 - Volume II Naval Mine Countermeasures Planning and Evaluation
    (g) ATP-24/MTP-24 - Volume I Naval mine Countermeasures Tactics and Execution
    (h) ATP –1/MTP-1 - Volume I Allied Maritime Tactical Instructions
    (i) NWP 3-20.6.19 - MCM 1 Class Tactical Manual
    (j) NWP 3-20.6.20 - MHC 51 Class Tactical Manual
    (k) ATGPAC/LANT NIPRNET Websites (www.atgpac.navy.mil/www.atgl.spear.navy.mil)
    (l) ATGLPAC SIPRNET Website (www.atgpac..navy.smil.mil)
    (m) CMWC Reachback Website (http://reachback.cmwc.navy.smil.mil)
    (n) FXP 1 Mine Warfare (MIW) Exercises.
    (o) OPNAVINST C8950.2 Series Magnetic and Acoustic Signature Control for Mine Warfare

3. <u>Mine Warfare Continuous Training Requirements.</u>

    (a) Complete Afloat Self-Assessment (ASA) Checksheet (see ref k)
    (b) One qualified 1 MH Watchteam (including interim qualifications)
    (c) Two qualified 2 MH Watchteams (including interim qualifications)
    (d) Magnetic ranging completed satisfactorily (within 60 days of industrial availability)
    (e) Acoustic ranging completed satisfactorily (where available)
    (f) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (g) 100% of mine sweeping/mine hunting equipment on hand or on order.
    (h) Magnetic Signature Control program verified.

4. <u>Mine Warfare CART II Admin / Material / Operations</u>:

    (a) Verify Mine Warfare CTR's status
    (b) Material readiness checks
    (c) MIW Tactical Demonstration precision anchorage.
    (d) Precision Anchorage
    (e) Mine Hunting demonstration
    (f) Mine Neutralization demonstration
    (g) Mine Sweeping demonstration (MCM only)
    (h) Appraise training aids and training devices (to include AN/SSQ 94 combat systems team trainer demonstrated)
    (i) Assess a ship executed ATG provided scenario

5. <u>Mine Warfare Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology</u>: ISIC supported by ATG will conduct Mine Warfare training and assessments to facilitate completing all applicable Mine Warfare Objectives and tasks with required live services. Tactical proficiency involves minesweeping and/or mine hunting for a period of no less than 24 consecutive hours and involves at least two watch teams. Tactical planning against at least 3 target types (two bottom, one moored) in multiple bottom type environment and a simulated

neutralization of a target. Mine sweeping configurations required to be demonstrated during TSTA shall be selected by the ISIC and ATG, however, minimum generic force sweep configurations to be demonstrated shall be at least one (1) Mechanical Sweep (conduct mine avoidance and sweep for two (2) tracks), one (1) Acoustic Sweep (ship must generate an acoustic field), one (1) Influence Sweep (ship must demonstrate the ability to generate fields for a minimum of two (2) tracks as determined by mine sweeping plan), and one (1) Combination Sweep (ship must demonstrate the ability to pulse and generate acoustic field for a minimum of two (2) tracks as determined by mine sweeping plan). ATG will select the mine sweeping configuration is to be. For Mine Neutralization Demonstration the ship shall conduct five (5) neutralization runs, of which three (3) must achieve the following criteria:

(a) Ship maintained position. (minimum standoff radius horizontal, 030-045 degrees)
(b) No vehicle hydraulic or electrical faults during MNV Operations
(c) Saddle-to-Saddle time in limits (Target depth of 0-200 ft in no less than 20 minutes, target depth of 200-400 ft no less than 25 minutes, and target depth 400 ft or greater in no less than 30 minutes)
(d) Demonstrate proper Low Visibility procedures if required
(e) Selection and build up of proper Mission Package
(f) Vehicle does not merge or fly by contact
(g) Correct recovery procedures used (normal and emergency (if required))

A sufficient number of Mine Warfare SURFORTRAMAN exercises will be completed to achieve M-2 in Mine Warfare Training SORTS. Training will be provided to watchstanders to ensure they have a level of knowledge required to effectively perform Mine Warfare duties. Guidance contained in reference (a) must be met in full.

6. <u>Mine Warfare Objectives</u>: The ship shall complete the following applicable objectives and tasks prior to the end of Maintenance and Unit Level Training Phases (basic phase) training for two watchteams. Ships will use the ATG's watchteam/watchstander training objectives and tasks during maintenance phase training. Details are contained in reference (k) and (l).

> Ship Self-Defense in a Minefield
> On an instrumented range, demonstrate:
> > Mine Hunting/Mine Neutralization Proficiency
> > Mine Sweeping Proficiency (MCM only)
> Magnetic Offload/Ranging
> Acoustic Ranging: IAW reference o.
> Equipment Casualties while mine hunting and/or minesweeping
> AN/SQQ-94 Operations
> Route Survey/Environmental Survey
> Danning
> EOD Boat vectoring

7. <u>Mine Warfare SURFORTRAMAN Exercises</u>. See SURFORTRAMAN appendix A for class applicability. Exercise descriptions are contained in FXP-1. Refer to SFTM paragraph 1103f for synthetic training philosophy and appendix C for authorized equivalencies.

Exercise	Description	Periodicity
MIW-1-SF	Minesweeping Mechanical Gear	1, 2, 3
MIW-2.5-SF	Combination Influence Minesweeping	6, 9, 12
MIW-4-SF	Formation Sweep / Moored Influence	12, 18, 24
MIW-4.1.1-SF	Minehunt – Searching	1, 2, 3
MIW-4.1.2-SF	Minehunt – Reacquisition	1, 2, 3
MIW-4.1.3-SF	Minehunt – VDS	1, 2, 3
MIW-4.1.4-SF	Minehunt Secondary Plot	1, 2, 3
MIW-4.4-SF	Contact Marking	2, 3, 6
MIW-4.7.1-SF	MNV Ops – Moored Mines	3, 6, 9
MIW-4.7.2-SF	MNV Ops - Bottom Mines	3, 6, 9
MIW-4.7.3-SF	MNV Ops – Low Visibility	3, 6, 9
MIW-8.7-SF	Transit Swept Channel	3, 6, 9

MIW-11.1-SF	Route Survey Ops	3, 6, 9
MIW-12-SF	Q-Route Manual Data Collection	3, 6, 9
MIW-X3-SF	Sonar Condition Check	3, 6, 9
MIW-X14-SF	Mine Avoidance	3, 6, 9
MIW-X16-SF	MIW Environmental Reporting	3, 6, 9

8. Mine Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification Criteria.

   (a) Satisfy all applicable Mine Warfare CTR's.
   (b) Assess ship's Watchteam Replacement Plan (WTRP)
   (c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
   (d) Complete all applicable Objectives
   (e) M-2 in Mine Warfare SORTS
   (f) FEP (scenario provided by ATG) validating training self-sufficiency and watch team proficiency and tactical proficiency.
   (g) Operable degaussing system as demonstrated by a satisfactory range check (both directions) within the previous six months.
   (h) Achievement of Training Level III (B/B) per Article 2306.

TAB M TO SECTION 4

DAMAGE CONTROL (MOB-D) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. Damage Control References

    (a) NSTM CHAPTER 070 - Nuclear Defense at Sea and Radiological Recovery of Ships After Nuclear
         Weapons Explosion
    (b) NSTM CHAPTER 074 Vol 3 - Gas Free Engineering
    (c) NSTM CHAPTER 077 - Personnel Protection Equipment
    (d) NSTM CHAPTER 079 - Damage Control
    (e) NSTM CHAPTER 470 - Shipboard BW/CW Defense and Countermeasures
    (f) NSTM CHAPTER 555 Vol 1 - Surface Ship Fire Fighting
    (g) NWP 3-20.31 - Surface Ship Survivability
    (h) OPNAVINST 3541.1(Series) - Surface Ship Survivability Training Requirements
    (i) COMNAVSURFPAC/COMNAVSURFLANTINST 3541.1(Series) - Repair Party Manual for Naval
         Surface Force
    (j)   NSTM 600 Watertight Closures
    (k) FXP-4, Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombat Operations
         (NCO), and Explosive Ordnance Disposal (EOD) exercises
    (l) ATGPAC/ATGLANT NIPRNET Website (www.atgpac.navy.mil/www.atgl.spear.navy.mil)
    (m) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)

3. Damage Control Continuous Training Reqirements. (*Items must be reported in the Pre Cart II Report)

    (a) Complete Afloat Self-Assessment (ASA) Checksheet and U.S. Navy Standardized DC Material
         Checksheets (See ref (l)). Correction of identified discrepancies not required prior to CART II unless other
         CTR's are affected.
    (b) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements
         for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (c)   *All Repair Locker personnel assigned and PQS qualified (including Interim qualifications)
    (d) *Sufficient DCTT personnel assigned and PQS qualified (including Interim qualifications)
    (e) *All Fixed Damage Control Equipment operational
    (f) Damage Control equipment (100% on hand or on order). This includes CBR equipment.
    (g) Repair Locker Inventories (100% on hand or on order) – All lockers
    (h) Accurate DC plates and DC Book

4. Damage Control CART II Admin/Material/Operations

    (a) Verify Damage Control CTR status
    (b) Conduct Material Readiness Checks
         (1) All Fixed Damage Control Systems Operational (HALON, AFFF, CO_2, etc.)
         (2) Life Support Devices operational (EEBD, OBA, SCBA, etc.)
         (3) Setting Material Condition - Yoke and Zebra (MOB-D-11-SF)
         (4) CSMP/Eight O'clock reports review
    (c) Assess a ship executed ATG provided Scenario (See ref (m))
    (d) Review training aids and devices as applicable
    (e) Review CO DC policy in RPM Sec 1101

5. Damage Control Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology.   Training
team and watchstander proficiency is assessed at CART II during execution of an ATG selected standardized series
of drills selected from Appendix A. The assessment includes observation of three Condition III Flying Squad drills,
and one Condition I watchteam during operations in an integrated environment. Training is scheduled based on

proficiency levels observed, to address specific weaknesses and to support attainment of all objectives necessary to support certification in accordance with paragraph 8. The CBR, Condition II DC, and Major Conflagration drills are conducted as stand-alone events during TSTA. The Damage Control Certification is achieved when all Damage Control Maintenance and Unit Level Training Phases (Basic Phase) certification requirements are met (para. 8). ATG-provided LTT's, to include training on vertical access as well as electronic plotting, can be scheduled anytime before CART II or after FEP to improve readiness.

6. <u>Damage Control Objectives</u>. Underway and inport shipboard damage control organizations shall complete applicable objectives. Ships will use the ATG's watchteam/watchstander training objectives and tasks during maintenance phase training. Details are contained in references (l)and (m).

      Analyze and plan Ship Survivability
      Direct and manage the Damage Control Organization.
      Non-Eng Fire Extinguish (Underway and Inport)
      Structural Damage Casualty (Underway and Inport) including
           -    Pipe Patching
           -    Shoring (To include shoring watches)
           -    Dewatering
      CBR-Defense with CMWD and decontamination station activation and setting Circle "W"
      Assistance to a Vessel in Distress
      Toxic Gas Casualty (Underway and Inport)
      Set and Maintain Material Condition
      Casualty Power (except MHC/MCM)
      Major Conflagration

7. <u>Damage Control SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for ship class applicability. Exercise descriptions contained in FXP-4. Refer to paragraph 1103f for synthetic training philosophy and appendix C for authorized training equivalencies.

Exercise	Description	Periodicity
MOB-D-2-SF	RELIEF OF VITAL STATIONS	3, 6, 12
MOB-D-3-SF	MAN BATTLE STATIONS	1, 2, 3
MOB-D-4-SF	EMERGENCY INTERNAL COMMS	3, 6, 12
MOB-D-5-SF	TOPSIDE DAMAGE	3, 6, 12
MOB-D-6-SF	RIGHTING SHIP	18, 0, 0
MOB-D-7-SF	CASUALTY POWER	6, 12, 18
MOB-D-8-SF	MAJOR CONFLAG	6, 9, 12
MOB-D-9-SF	MAIN PROP SPACE FIRE INPORT	3, 6, 9
MOB-D-10-SF	R AND A	6, 12, 18
MOB-D-11-SF	SETTING MATL COND (YOKE & ZEBRA)	3, 6, 12
MOB-D-12-SF	HULL DAMAGE	3, 6, 12
MOB-D-13-SF	SHORING	3, 6, 9
MOB-D-14-SF	FIRE/SMOKE CLEAR	1, 2, 3
MOB-D-15-SF	CHEMICAL ATTACK	6, 12, 18
MOB-D-20-SF	ISOLATE/PATCH DAMAGED PIPE	3, 6, 12
MOB-D-21-SF	MAIN SPACE FLOOD	3, 6, 12
MOB-D-24-SF	DARKEN SHIP	6, 12, 18
MOB-D-31-SF	TOXIC GAS	3, 6, 9

8. <u>Damage Control Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

   (a) Satisfy all applicable Damage Control CTR's.
   (b) Assess ship's Watchteam Replacement Plan (WTRP)

(c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.

(d) Completion of all applicable objectives and tasks (All Repair Lockers/ Minimum of 3 IET's or 2 IET's if the ship is organized in 2-section duty/Flying Squad.)

(e) Demonstrate the Inport Emergency Team's ability to combat Non-Engineering Fires, Structural Damage Casualty, and Toxic Gas Casualties.

(f) Demonstrate the Flying Squad's ability to combat Non-Engineering Fires, Structural Damage, and Toxic Gas Casualties.

(g) M-2 in MOB Training SORTS

(h) Demonstrate Effective Repair Party/ Condition II DC Organization

(i) Achievement of Training Level III (B/B) in both Watchstander and Training Team Proficiency per Article 2306.

(j) Demonstrate satisfactory activation of CMWDS and decontamination showers IAW PMS & Standardized DC checksheet (100% of all CMWDS nozzles and all decon showers must be operational).

TAB N TO SECTION 4
ENGINEERING (MOB -E) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. Engineering References

       (a) COMNAVSURFORINST 3540.3 (series) Engineering Department Organization and
Regulations Manual (EDORM)
       (b) NSTM CHAPTER 555 Vol- Surface Ship Fire Fighting
       (c) ATGPAC/ATGLANT NIPRNET Website (www.atgpac.navy.mil/www.atgl.spear.navy.mil)
       (d) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)

3. Engineering Continuous Training Requirements.
       (a) Complete Afloat Self-Assessment (ASA) Checksheets (See ref (c)).
       (b) The following management programs as defined in ref. (a) must be effective or partially
           effective. (Each program is a single CTR).
          1) Auxiliary BW/FW
          2) Main Propulsion BW/FW
          3) Waste Heat BW/FW
          4) Engineering Department Training
          5) Engineering Operational Sequencing System (EOSS)
          6) Bearing Records
          7) Fuel Oil Quality Management
          8) Legal Records
          9) Lube Oil Quality Management
          10) Marine Gas Turbine Equipment Service Records
          11) Operating Logs
          12) Online Verification
          13) PQS
          14) Quality Assurance
       (c) Two PQS qualified (including Interim qualifications) engineering watchteams.
       (d) PQS qualified ETT of sufficient numbers to conduct and observe evolutions and ECC drills in
Condition 1, IIDC and 3.
       (e) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and
TYCOM requirements for this mission area. For those school requirements not complete, a quota must be
obtained and scheduled.

SCHOOLS	CIN
*BW/FW Test & Treatment Basic	A-651-0019
*BW/FW Test & Treatment SUPV	A-651-0116
*Auxiliary Boilers	J-651-0457
*Waste Heat BW/FW Test & Treatment	A-652-0188
*Auxiliary BW/FW Test & Treatment	A-652-0189
*Propulsion Fuels/Oil/JP-5 system testing	K-821-2142

       (f) 100 percent of required Fire Retardant Coveralls (FRC) on hand.
       (g) Material condition of the engineering plant to safely support training (minimum equipment).
       (h) Safety Devices must be within specification and periodicity as listed in ref (c).

4. Engineering CART II IA/Admin / Material/Operations

       (a) Assess all applicable Management programs
       (b) Assess Command managed NAVOSH safety programs (HEAT STRESS, HEARING
CONSERVATION, TAG OUT, ELECTRICAL SAFETY)

(c) Access ship provided list of equipment safety device settings, Engineering AFFF and Halon time delay maintenance records in specification and periodicity

(d) Review Eight O'clock reports, Fuel and Water report, Departure From Specifications (DFS) file, Temporary Standing Orders, CASREPS, NAVSEA/TYCOM waivers, EOSS deviations, and Commanding Officer's and Engineer's policies for engineering and damage control casualties.

(e) Review approved Engineering Department Watchbill with PQS qualifications and PRDs, and Watch Team Replacement Plan for Condition 1,IIDC, and 3.

(f) Conduct material assessment using formal material checks at IA per ATG ship class standard listing. Minimum equipment criteria in paragraph 2202 (b) must be attained in order to meet adequate operable equipment to safely take the ship to sea. Items of Priority (IOPs) and Repair Before Operate (RBOs) will be identified as required. All installed DC systems must be fully operational

(g) Demonstrate full power/dynamic response and stopping and locking the shafts(s)during Maintenance and Unit Level Training Phases (Basic Phase) training

(h) Inventory Main Space Damage Control Equipment/Repair 5 (100% on-hand/on order)

(i) Operations: Assess two watch sections and ETT in Evolutions and ECC drills (minimum satisfactory standard - 65% evolutions & 50% ECC drills). Assess underway organization (one watch section & Repair V, Condition II DC and DCTT in one Main Space Class "B" Fire drill). Cold plant configuration drill will not be used as the basis for fire fighting certification

5. Findings.

(a) ITEMS OF PRIORITY (IOP). The LOA, Initial Assessment, Maintenance Phase Training, or Underway Demonstration may identify IOPs for which the ship requires outside repair or technical assistance, or where a class problem is suspected. Items of Priority will be included in the LOA, IA, and UD completion reports. Items of Priority must be corrected or resolved expeditiously. They will be reviewed periodically by the ISIC, as necessary, to assure the appropriate resources and attention have been applied to bring these items to closure. The CO will notify the ATGPAC/LANT Assessment Team of any uncorrected IOPs at the UD in-brief. These may include:

(1) Design, supply support, manning, technical documentation, material reliability, or component operating procedures that are either in conflict with technical directives or require clarification.

(2) A technical problem exists, or is discovered that the ship has not resolved.

(3) EOSS revalidation/configuration check is required.

(4) Material deficiencies that require significant outside assistance to correct.

(b) REPAIR BEFORE OPERATE (RBO). Equipment found during the assessment to be unsafe to operate, has a safety device out of periodicity or does not operate IAW EOSS or PMS parameters shall be designated as RBO. The equipment will not be operated until the ISIC and ATGPAC/LANT assessment/ training teams clear the equipment. The CO will notify the ATGPAC/LANT assessment team of any uncorrected RBOs at the UD in-brief.

6. Engineering Not Fully Capable of Supporting Maintenance and Unit Level Training Phases (Basic Phase) Training (potential reasons)

(a) Lack of adequate operable equipment to safely proceed to sea (Minimum equipment criteria per paragraph 2202 (b)); and/or

(b) Assessment interrupted by significant actual plant casualties which precludes conduct of the assessment; and/or

(c) Damage Control or Safety equipment not operable

(d) ETT effective on less than 50% of drills or evolutions (used as a guideline). Definition of training team effectiveness: ETT/DCTT able to effectively plan, brief, conduct, evaluate, and debrief evolutions/drills and fully or interim PQS qualified

7. Engineering Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology.

Training team and watchstander proficiency is assessed at the Initial Assessment (IA) and CART II during execution of ATG standardized series of material demonstrations, drills and evolutions selected from appendix A, EOSS, PMS, and PQS. ETT and Condition III watchstanders are observed during the IA, which also includes a material condition review. Condition I operations in an integrated environment are observed during CART II and certified before FEP. CTR's are also verified complete at CART II. Training is scheduled based on proficiency levels observed, to address specific weaknesses and to support attainment of all objectives necessary to support certification for Unrestricted Operations at the UD (if required based on IA results) and MOB-E certification in accordance with paragraph 9. Training is tailored to the ship's needs and includes classroom training, seminars, material demonstrations and drills and evolutions done in both training and evaluation modes. The UD is executed when the ship is recommended by the ISIC, normally prior to FEP. When the UD is successfully completed, the ETT and two Condition III watchteams are assessed as proficient in single mission area training and operations. Further training is conducted post-UD integrating the ETT with other training teams and exercising Condition III watchstanders transitioning to and operating in Condition I. Condition II DC organizations are similarly trained and recommended for certification. ATG-provided LTT's can be scheduled anytime before CART II or after FEP to improve readiness.

8. Engineering Training Objectives. The following objectives and tasks as applicable by ship class shall be completed by two engineering watch sections (plus ETT) prior to the end of the Maintenance and Unit Level Training Phases (Basic Phase) Training. Ships will use the ATG's watchteam/watchstander training objectives and tasks during maintenance phase training. Details are contained in references (c) and (d).

> Prepare to operate the engineering Plant IAW EOSS
> Operate the engineering plant in all non-Battle configurations
> Operate the engineering plant during Battle conditions
> Conduct Main Engine Evolutions
> Conduct Boiler Water/Feed Water Evolutions
> Conduct drive train/shafting evolutions
> Conduct generator evolutions
> Conduct electrical evolutions
> Conduct primary support system Evolutions
> Conduct auxiliaries evolutions
> Conduct miscellaneous evolutions
> Perform Main Engine/Shafting Family casualty control procedures (Steam ships)
> Perform Main Engine Family casualty control procedures (Gas Turbine, Diesel ships)
> Perform Boiler Feedwater Family casualty control procedures (steam ships)
> Perform Propulsion Drive Train Family casualty control procedures (Gas Turbine, Diesel ships)
> Perform Electrical Family Casualty control procedures (all ship types)
> Perform Integrated Family casualty control procedures (all ship types)
> Operate the engineering plant during restricted maneuvering
> Combat a class "B" main machinery fire (also FXP MOB-D-9-SF) (For ships with Shipalt for

vertical access equipment, vertical access must also be trained.)

9. Engineering SURFORTRAMAN Exercises. A complete list of all required engineering exercises are contained in the SURFORTRAMAN Appendix A. See SURFORTRAMAN Appendix A for propulsion plant drills listing, periodicity requirements, and applicability by ship class.

10. Engineering Maintenance and Unit Level Training Phases (Basic Phase) Certification.

> (a) Satisfy all Engineering CTR's.
> (b) Assess ship's Watchteam Replacement Plan (WTRP) for Condition 1IIDC and 3.
> (c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM

requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.

(d) Completion of applicable Training Objectives in paragraph 7 above by two engineering watch teams (plus ETT)

(e) Certify for "Unrestricted Operations" by the ISIC including:

(1) Adequate operable propulsion machinery to safely train the ship at sea (minimum equipment criteria per paragraph 2202 (b))

(2) Full power/dynamic response demonstration which may be conducted at IA, UD or certified by the ISIC during the Maintenance and Unit Level Training Phases (Basic Phase) Training.

(3) IOPs/RBOs status tracked by ship and ISIC, cleared by ISIC during the Maintenance and Unit Level Training Phases (Basic Phase) Training. Correction of all IOP's/RBO's not required for certification provided minimum equipment standards are met.

(4) UD Assessment where two (2) watch teams and an ETT demonstrate proficiency by satisfactorily completing a minimum of 50% of ECC drills and 65% of evolutions in each section.

(5) Satisfactory demonstration of a hot plant major machinery space class "B" fire drill using the underway repair organization. (ATG recommendation and ISIC certified)

(6) Engineering safety devices within periodicity (ATG recommendation, ISIC certified)

(7) Compliant training and management and engineering portion of 4 NAVOSH (Electrical Safety, Tagout, Hearing Conservation and Heat Stress) programs; i.e., effective grades in all management programs. (ATG recommendation and ISIC certified)

(f) Achievement of Training Level III (B/B) per Article 2306

TAB O TO SECTION 4

NAVIGATION (MOB-N) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. Navigation References

  (a) COMNAVSURFOR/COMNAVAIRFORINST 3530.4 (series) Surface Ship NAVDORM
  (b) FXP-4, Mobility(MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombat Operations (NCO)
      and Explosive Ordnance Disposal (EOD) Exercises
  (c) FXP-1, Antisubmarine Warfare (ASW) Exercises
  (d) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil)
  (e) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)

3. Navigation Continuous Training Requirements. (*Items must be reported in the Pre-CART II Report).

  (a) Complete Afloat Self-Assessment (ASA) Checksheet. (See ref. (d).)
  (b) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM
      requirements for this mission area. For those school requirements not complete, a quota must be obtained
      and scheduled
  (c) *Navigator assigned and qualified
  (d) Three PQS Qualified (including Interim qualifications) QMOW's
  (e) *PQS Qualified (including Interim qualifications) Sea and Anchor Detail Navigation Team (Bridge and
      CIC)
  (f) *Possess updated and accurate navigation charts
  (g) CO's Standing Orders/Navigation Bill signed by current Commanding Officer
  (h) Bridge Resource Management (BRM) and Advanced Shiphandling instruction conducted at shore-based
      shiphandling simulator (at least 40 hours).

4. Navigation CART II Admin / Material / Operations

  (a) Verify Navigation CTR status.
  (b) Review Charts/logs/records and publications are available and corrected to date
  (c) Material readiness checks
  (d) Conduct ISIC Navigation Assessment
  (e) Harbor Nav Package
  (f) Complete a Rules of the Road Exam (all qualified OOD and CICWO)

5. Navigation Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology. ATG will assess
and train training team and watchteam personnel at CART II or at the first underway opportunity during
Maintenance and Unit Level Training Phases (Basic Phase) training. A Harbor Navigation Package Day and/or
Night (consisting of Harbor Piloting by Gyro, Low Visibility Piloting, Piloting Swept Channel, and Loss of Gyro)
will be conducted to assess the command's Seamanship Training Team and Navigation Team's level of proficiency
and to develop a comprehensive training plan. Successful completion of the Harbor Navigation Package (Day and
Night) further meets the requirements of an ISIC Navigation Assessment. Maintenance and Unit Level Training
Phases (Basic Phase) Navigation Certification is achieved when all Navigation Maintenance and Unit Level
Training Phases (Basic Phase) certification requirements in paragraph 8 are met.

6. Navigation Training Objectives. The following navigation objectives and tasks shall be completed by the Sea
and Anchor Navigation Detail and all three underway navigation watchteams during open ocean transits. All
objectives shall be completed by the end of Maintenance and Unit Level Training Phases (Basic Phase) training.
Details are contained in references (d) and (e).

Pre-Underway/Entering Port preps
Direct and manage the ship's Navigation Teams
Harbor Navigation Package (Day and Night)
Precision Anchorage
Loss of Steering (Restricted Maneuvering)
Surface Weather Observations
Maintain Logs and entries

7. <u>Navigation SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for ship class applicability. Exercise descriptions are contained in refs (b) and (c).

Exercise	Description	Periodicity
MOB-N-1-SF	Navigation in an EW Environment	6, 12, 18
MOB-N-2-SF	Open Ocean Navigation	3, 6, 9
MOB-N-3-SF	Conning and Steering at Sec Control Station	6, 12, 18
MOB-N-4-SF	Harbor Piloting by Gyro (Day & Night)	3, 6, 9
MOB-N-5-SF	Precision Anchorage (Day & Night)	6, 12, 18
MOB-N-6-SF	Low Visibility Piloting	3, 6, 9
MOB-N-7-SF	Piloting-Loss of Gyrocompass	3, 6, 9
MOB-N-9-SF	Loss of Steering Control	3, 6, 9
MIW-8.6-SF	Transiting Mineable Waterways (MCM/MHC only)	12, 18, 24
MIW-8.7-SF	Transiting Swept Channel	3, 6, 9

8. <u>Navigation Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

   (a) Satisfy all Navigation CTR's.
   (b) Assess ship's Watchteam Replacement Plan (WTRP)
   (c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
   (d) Completion of applicable Training Objectives in paragraph 6 above by three underway watch teams and Sea and Anchor Navigation Detail
   (e) M-2 in MOB Training SORTS
   (f) Conduct a Night Harbor Navigation Package
   (g) Complete ISIC Navigation Assessment
   (h) Achievement of Training Level III (B/B) per Article 2306.
   (i) Successfully complete a Rules of the Road Exam with an average grade of 90% or better (all qualified OOD's and CICWO's).

TAB P TO SECTION 4

SEAMANSHIP (MOB-S) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. <u>Seamanship References</u>

(a) FXP-4 , Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombat Operations (NCO) and Explosive Ordnance Disposal (EOD) Exercises
(b) NWP 4-01.4 UNREP Manual
(c) NWP 3-50.1 Search and Rescue Manual
(d) NWP 3-22.5 SAR TAC
(e) OPNAVINST 3130.6(series) SAR Standardization Program
(f) OPNAVINST 3120.32 series SORM
(g) OPNAVINST 5100.19(series) Safety Manual Forces Afloat
(h) NAVSEA UNREP Hardware and Equipment Manual
(i) NSTM 571Underway Replenishment
(j) NSTM 581 Anchoring
(k) NSTM 077 Personnel Protection Equip
(l) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil)
(m) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)
(n) SAR GRAMS (Dated back two years)
(o) JOINT PUB 3-50 (National SAR Manual)
(p) ATP 10 (NATO SAR Manual)
(q) HC3 SAR Model Manager Naval SAR Training Lectures CD-ROM Version 5.0 (March 2003)
(r) NSTM 582 Mooring and Towing
(s) NSTM 583 Boats and Small Craft

3. <u>Seamanship Continuous Training Requirements. (*Items must be reported in the Pre-CART II Report)</u>

(a) Complete Afloat Self Assessment (ASA) Checksheet (See ref. (l))
(b) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled .
(c) One PQS qualified (including Interim qualifications) forecastle recovery team
(d) Two PQS qualified (including Interim qualifications) UNREP Teams (only one for FFG-7, ARS, MCM, and MHC Class Ships and STT designated in writing and personnel assigned and qualified for the watch station they are evaluating.
(e) Three PQS qualified (including Interim qualifications) Boat Crews (including 2nd class swimmer qualifications) and one PQS qualified Boat lowering detail.
(f) Three PQS qualified (including Interim qualifications) BMOWs. Six PQS qualified (including interim qualified) Lookouts
(g) *Two designated and qualified SAR Rescue Swimmers
(h) *Current TYCOM SAR Eval (PAC), SAR Phase I&II (LANT)
(i) Deck equipment available/operational to support training
(j) UNREP, Man Overboard, Towing and Abandon Ship Bills current

4. <u>Seamanship CART II Admin / Material/Operations</u>

(a) Verify Seamanship CTR status
(b) Material Readiness Checks
(1) Anchoring equipment and systems operational checks including proper operation of Anchor Windlass IAW PMS standards / EOSS

        (2) Towing equipment and systems operational checks

        (3) CONREP equipment and systems operational checks, including proper operation of limit switches

        (4) Boat and boat davit equipment and systems operational checks (including limit switches)

        (5) Weight test documentation for all associated deck equipment

    (c) Assess a ship executed ATG provided scenario (See ref. (o)).

5. <u>Seamanship Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology</u>. ATG will assess and train and recommend certification to the ISIC by facilitating completion of Seamanship objectives (underway with live services as applicable). At CART II, a proficiency assessment is made of both the watchstanders and the Seamanship Training Team. A comprehensive tailored training plan is then developed to address training weaknesses. Training on the following Day and Night exercises is normally conducted: Fueling at Sea (FAS), Replenishment at Sea (RAS), Emergency Breakaway, Man Overboard (ship and boat recovery), and Anchoring. Training is also held on these Daytime exercises (as applicable): Moor to a Pier, Receive Astern Refueling, Moor to a Buoy, and Towing / Be Towed. Where available, a Dockside UNREP Simulator (DUS) Trainer may be used. The Seamanship Certification is achieved when all the requirements in paragraph 8 are met.

6. <u>Seamanship Training Objectives</u>. The ship shall complete the following applicable objectives and tasks prior to the end of Maintenance and Unit Level Training Phases (Basic Phase) training. Ships will use ATG's watchteam/watchstander training objectives and tasks during Maintenance and Unit Level Training Phases (Basic Phase) training. Details are contained in references (l) and (m).

        Analyze and Plan for Seamanship Evolutions
        Direct and Manage Seamanship Evolutions
        Get the Ship Underway
        Anchor the Ship (day & night)
        Man Overboard Shipboard Recovery (day & night)
        Man Overboard Small Boat Recovery (day & night)
        Receive Fuel Probe (day & night)
        Operate Small Boats
        Abandon Ship
        Receive Rearming/Cargo (day & night)
        Emergency Breakaway (day and night)
        Receive Astern Fueling (MHC, MCM, PC)
        Towing (except AGF, LCC, LHA, LHD, AOE)
        Moor to a Buoy (except LCC, LHA, LHD, AOE)
        Mooring Alongside a Pier or Ship

7. <u>Seamanship SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for ship class applicability. Exercise descriptions are contained in ref (a).

Exercise	Description	Periodicity
MOB-S-1-SF	Astern Refueling	12, 18, 24
MOB-S-2-SF	Heavy Weather	12, 18, 24
MOB-S-3-SF	Precision Anchoring (Day / Night)	12, 18, 24
MOB-S-4-SF	Mooring to a Buoy	12, 18, 24
MOB-S-5-SF	Mooring to a Pier/Ship at Anchor	12, 18, 24
MOB-S-6-SF	Man Overboard (Day / Night)	3, 6, 9
MOD-S-7-SF	Preps for Abandon Ship	12, 18, 24
MOB-S-10-SF	Underway Refueling (Day / Night)	6, 12, 18
MOB-S-11-SF	Emergency Breakaway during UNREP	6, 12, 18
MOB-S-12-SF	Tow and be Towed	12, 18, 24
MOB-S-14-SF	SAREX	12, 18, 24
MOB-S-16-SF	U/W Prov, Rearm, MSL Xfer (Day / Night)	12, 18, 24
MOB-S-18-SF	Get U/W with Duty Section	12, 18, 24

8. <u>Seamanship Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

    (a) Satisfy all applicable Seamanship CTR's.

    (b) Assess ship's Watchteam Replacement Plan (WTRP)

    (c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.

    (d) Completion of Training Objectives in paragraph 6 above

    (e) M-2 in MOB Training SORTS

    (f) Achievement of Training Level III (B/B) per Article 2306.

TAB Q TO SECTION 4

STRIKE WARFARE (STW) CERTIFICATION CRITERIA

1. This certification applies to VLS equipped CG, DD, and DDG class ships.

2. Strike Warfare References

    (a) NTTP 3-03.1 (Series), TLAM Employment Manual
    (b) NTTP 3-03.2 (Series), TLAM Launch Platform Weapons and Tactics Manual
    (c) NWP 1-10-1 (Series), TAO Handbook
    (d) NWP 3-20-7 (Series), Afloat OTH-T and Surveillance Manual
    (e) NWP/NTTP 3-20 (Series), CLASS Tactical Manual
    (f) FXP 3, Strike Warfare (STW), Surface Warfare (SUW), Intelligence (INT), Command and Control Warfare, and Communications (CCC) Exercises
    (g) Navy-wide OPTASK TLAM
    (h Navy-wide OPTASK STRIKE
    (i) Navy-wide OPTASK FOTC
    (j) Theater Specific OPTASK STRIKE TLAM SUPP
    (k) Theater Specific Standing LAC Intentions MSG
    (l) Theater Specific Avoidance Overlay MSG
    (m) OPNAVINST 3600.3A, Policy for Cruise Missile Capable Ships
    (n) COMNAVSURFORINST 8820.1(Series), Cruise Missile Qualification/Certification Program
    (o) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil)
    (p) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)
    (q) FXP-4, Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombat Operations (NCO), and Explosive Ordnance Disposal (EOD) exercises

3. Strike Warfare Continuous Training Requirements.

    (a) ASA Checksheets completed (available at reference (o)).
    (b) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (c) One PQS qualified (including Interim qualifications) watchteam.
    (d) Verify VLS, Navigation, and TWCS Material Certifications are current.
    (e) SLAMEX/Fleet Level Exercise currency.
    (f) Load Cruise Missile Tactical Scenarios provided by ATG into CMTPC and verify operation.
    (g) Verify Cruise Missile Doctrine is current for installed hardware and software configuration.

4. Strike Warfare CART II Admin/Material/Operations

    (a) Verify STW CTR status.
    (b) Conduct Material Checks: Salvo Warning Alarms and Toxic Gas Vent Dampers.
    (c) Appraise training aids and devices: CMTpc., BFTT and BEWT.
    (d) Assess one STW Watch team and CSTT during an ATG provided Strike Warfare scenario. (see ref (p)).
     (e) Complete Level of Knowledge examinations.

5. Strike Warfare Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology. At CART II, ATG will assess one watch team and CSTT during a Strike Warfare scenario. Results of this assessment will determine training required to complete assigned training objectives and to attain Cruise Missile Tactical Qualification (CMTQ). Ref (n) details the Cruise Missile Qualification /Certification Program. Strike training during TSTA is primarily conducted via training scenarios, and if necessary, classroom instruction, to prepare the watch team for CMTQ and achieve Strike Warfare Training Objectives, Para 6. The training scenarios are of increasing level of complexity designed to introduce new training objectives and reinforce previously introduced

objectives as the watch team progresses in gaining proficiency. Demonstration of watchstander proficiency and readiness through successful completion of two complex level, evaluated scenarios is highly recommended prior to attempting the CMTQ scenario. ISIC's shall verify the ship's ability to successfully receive and process an MDU via all installed systems prior to CMTQ completion. Active participation in monthly SLAMEX can enhance STW proficiency. The Strike Warfare Certification is achieved when all Strike Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification requirements listed in paragraph 8 are met. ATG provided LTT's can be scheduled anytime before CART II or after FEP to improve readiness.

6. Strike Warfare Training Objectives. The following objectives and tasks shall be completed by one Tomahawk watch team prior to the end of Maintenance and Unit Level Training Phases (Basic Phase) training. Ships will use the ATG's watch team/watchstander training objectives, measures of performance, and criteria to complete the following during Maintenance and Unit Level Training Phases (Basic Phase) training:

        (STW) System Configuration
        (STW) Conduct Mission Data Updates
        (STW) Plan Loadout Using PACM
        (STW) STRIKE Planning
        (STW) STRIKE Execution
        (STW) Post Launch Requirements
        (C4I) Conduct Operational Communications
        (C4I) Conduct Database Management

7. Strike Warfare SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions contained in FXP-3. Refer to paragraph 1103f for synthetic training philosophy and Appendix C for authorized training equivalencies.

Exercise Description		Periodicity
CCC-29-SF	OTCIXS/TADIXS/SYST	3, 6, 9
CCC-26-SF	EHF SATCOM	3, 6, 9
STW-1-SF	Mission Data Update	3, 6, 9
STW-2-SF	Strike Environment Sup	6, 12, 18
STW-21-A	Simulated TLAM Launch	6, 12, 18
SUW-18-SF	Data Base Management	6, 12, 18
SUW-1-I	OTH Surveillance, Search, And Detection	6, 12, 18
-------------	SLAMEX	3, 6, 9

8. Strike Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification

    (a) Satisfy all Strike CTR's.
    (b) Assess ship's Watchteam Replacement Plan (WTRP).
    (c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (d Completion of applicable Training Objectives in paragraph 6 above by one STW watchteam.
    (e) M-2 in STW Training SORTS.
    (f) CMTQ (Tomahawk) complete.
    (g) Successfully receive MDU via all installed systems. ISIC verify.
    (h) Achievement of Training Level III (B/B) in both Watchstander and Training Team Proficiency per Article 2306.
    (i) Demonstrate unit level tactics using current CO's Battle Orders and tactics, techniques and procedures (TTP).

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TAB R TO SECTION 4

SURFACE WARFARE (SW) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. <u>Surface Warfare References</u>

   (a) FXP-3, Strike Warfare (STW), Surface Warfare (SUW), Intelligence (INT),
        Command and Control (C2W), and Command, Control, and Communications (CCC) Exercises
   (b) Navy-wide OPTASK SUW
   (c) Navy-wide OPTASK FOTC
   (d) OPNAVINST 1211.2P (Shipboard Air Controller Qualification and Requirements)
   (e) NWP 30-20.6, Surface Ship Tactical Employment in Naval Warfare
   (f) NWP 3-20.3, Surface Ship ASUW Tactics
   (g) NAVSEA OP 3594 VOL 7A PT.1 (CONF) and PT.2 (SECRET), PT.1 REV 2 AUG 99
   (h) CNSLANT/PAC INST C3516.XX (SERIES) Class Combat Systems Techniques and Procedures
   (i) COMNAVSURFLANT/COMNAVSURFPACINST 8820.1(series) – Cruise Missile
        Certification/Qualification Program
   (j) SW300-SC-SAF-010, Clearing of Live Ammunition From Guns
   (k) FXP-4 – Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Non-Combat Operations
        (NCO) and Explosive Ordinance Disposal (EOD) Exercises
   (l) FXP-5 – Amphibious Exercises (NSFS Qualification)
   (m) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil)
   (n) ATGPAC/ATGLANT SIPRNET Website (www.atgpac.navy.smil.mil)
   (o) TB SUW-02-01 SUW Anti-Small Boat Swarm Tactics (Sections 1-5 in their entirety, 6.2, 6.3, 6.4, section
        7 in its entirety, sections a-f in their entirety)
   (p) TB SUW-03-01 MK 95 Mod 1 Twin .50 cal Machinegun Employment and Training
   (q) TB SUW-03-02 MK 44 Mod 1 7.62mm Gun Weapons System/GAU-17/A Employment and Training
        (Section 1 in its entirety, 2.1, 2.2, 3.4)
   (r) TB SUW-03-04 NSSM Surface Mode Tactical Workaround
   (s) TB SUW-03-05 HSMST Layered Defense Lessons Learned

3. <u>Surface Warfare Continuous Training Requirements (*Items must be reported in the Pre-CART II message)</u>

   (a) Complete Afloat Self-Assessment (ASA) Checksheets. (See reference (m))
   (b) Two PQS qualified (including Interim qualifications) watchteams (qualified CSTT personnel may serve as
        second watchteam).
   (c) Complete Magazine Sprinkler Inspection IAW PMS
   (d) *HARPOON Material certification (if applicable)
   (e) Current Combat Systems Smooth Log
   (f) Signed Commanding Officer's Battle Orders
   (g) Ammo load to support Maintenance and Unit Level Training Phases (Basic Phase) training
   (h) Firing Plans
   (i) Signed Commanding Officer's Cruise Missile Doctrine
   (j) *ASTAC/SCAC proficient and current IAW reference (d)
   (k)   At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM
   requirements for this mission area. For those school requirements not complete, a quota must be obtained and
   scheduled

4. <u>Surface Warfare CART II Admin/Material/Operations</u>

   (a) Verify SUW CTR status
   (b) Complete CMTQ Level of Knowledge examination

    (c) Material Readiness Checks: GCCS-M Operation and Systems Checks, Pre-fire checks on all major and minor cal weapons, OCSOT, SOT, POFA, , an ammunition magazine material assessment and NIXIE operational test (IAW PMS)(non-CRUDES ships only)

    (d) Appraise training aids and training devices

    (e) Assess a ship executed ATG provided scenario

    (f) Successfully demonstrate misfire drill on each type of gun weapon system (major/minor caliber) IAW reference (j).

5. <u>Surface Warfare Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology</u>. ATG will assess and train shipboard training teams and watchstanders/watchteams on detection, tracking, identification, classification and engaging contacts, gun systems, major caliber/minor caliber weapon employment, misfire/casualty control procedures, weapon systems postures and fire breaks, unit level SWDG approved tactics, and associated material assessment. ATG will ensure shipboard personnel maintain administrative measures and follow Navy instructions/guidelines that support weapons training during the Inter Deployment Training Cycle (i.e. Combat System Smooth Log, Firing Plans, etc.). ATG will make an initial training readiness assessment of the ship during CART II. Based on noted areas of weakness, the ship and ATG will coordinate TSTA schedule to improve performance and knowledge in these areas. During the TSTA phase the ship will complete required exercises, objectives, and, if applicable, the Harpoon Cruise Missile Tactical Qualification (CMTQ). Completion of objectives and exercises at a satisfactory performance level determines watchteam/CSTT proficiency. Watchteam/CSTT proficiency is then used to determine the ship's surface warfare training level. Live fire events will be scheduled and executed as necessary for ship to meet M-2 in readiness. The Harpoon portion of TSTA training uses training scenarios, and if necessary, classroom instruction, to achieve TSTA training goals and prepare the watchteam for CMTQ. The training scenarios are of increasing level of complexity designed to introduce new training objectives and reinforce previously introduced objectives. Successful completion of two Complex level training scenarios is necessary to demonstrate watchstander proficiency and readiness to attempt the final qualification scenario. During TSTA, and in preparation for CMTQ, ATG will conduct a material inspection of vent dampers, salvo warning alarms, and Harpoon launchers on canister platforms. The Harpoon portion of SLAMEX serves as a means to improve and maintain Harpoon proficiency. GCCS-M Database management training is provided to all ship classes. Depending on the results of the material assessment of the ship's ammo magazines, ATG may recommend to the ship for an Ordnance Handling Safety Assessment (OSHA)/Conventional Ordnance Safety Review (COSR) prior to the completion of Maintenance and Unit Level Training Phases (Basic Phase) Training.   Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. ATG will utilize all available battle group trainers (ie BGIE, MGIE) to accomplish objectives and complete necessary training. ATG provided LTT's can be scheduled anytime before CART II or after FEP to improve readiness. Non-CRUDES ship's will be required to demonstrate satisfactory degaussing runs (inbound/outbound), successful torpedo evasion maneuvers by two separate bridge watch teams, and satisfactory NIXIE streaming operations. The Surface Warfare Certification is achieved when all Surface Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification requirements listed in paragraph 8 are met.

6. <u>Surface Warfare Training Objectives</u>. The following objectives and tasks shall be completed by both sections of the SUW watchteams and one Condition 1watchteam in either the synthetic or live environment prior to the end of Maintenance and Unit Level Training Phases (Basic Phase) training. Ships will use ATG's watchteam/watchstander training objectives and tasks to complete the following during Maintenance and Unit Level Training Phases (Basic Phase) training. Details are contained in references (m) and (n).

    Analyze and plan for an SUW mission or task
    Direct and manage an SUW mission
    Initialize and Configure/Reconfigure Systems to include transition of weapons postures
    Search and Detect Surface Contacts
    Track Surface Contacts
    Classify and ID Surface Contacts
    Localize and Report Surface Contacts
    Engage Surface threats with anti-surface armament
    Disengage, evade, avoid and deceive submarines and torpedoes (non-CRUDES ships only)
    Engagement evaluation

Employ aircraft in SUW role (synthetic)
GCCS-M External and Internal Comms
GCCS-M Coord/FOTC
GCCS-M Participant Mode
GCCS-M Non-participant Mode
Control Combat Systems Casualties

7. <u>Surface Warfare SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions are contained in FXP-3 and FXP-4. Refer to paragraph 1103f for synthetic training philosophy and appendix C for authorized training equivalencies. Circumstances may dictate completion of some exercises (including firing exercises) after Maintenance and Unit Level Training Phases (Basic Phase) training.

Exercise	Description	Periodicity
CCC-29-SF	OTCIXS/TADIXS/SYST	3, 6, 9
SUW-1-SF	Combined Air/Surf Tracking	3, 6, 9
SUW-1-I	OTH Surveillance, Search, and Detection	6,12,18
SUW-2-SF	Long Range Passive Tracking and Tgting	3, 6, 9
SUW-5-SF	HSMST	12, 15, 18
SUW-7-SF	Alt/Lcl Ctrl Long Range Fire, Hi Spd Target	12, 15, 18
SUW-9-SF	Surface Tracking (NTDS) (AEGIS)	3, 6, 9
SUW-10-SF	OTH-T	3, 6, 9
SUW-12-SF	Visual Ident Counter	6, 12, 18
SUW-13-SF	Attack/Reattack exer for SSM Ships	6, 12, 18
SUW-14-SF	SAG Lamps Tactics	6, 12, 18
SUW-17-SF	Hi Spd Surf Engagement	6, 12, 18
SUW-18-SF	Data Base Mgmt	6, 12, 18
SUW-19-SF	Hi Spd Quickfire Exercise	6, 12, 18
SUW-20-SF	Conv Surf Tracking	3, 6, 9
--------------	SLAMEX	3, 6, 9
NCO-28-SF	ROE	3, 6, 9
AMW-1-SF	NSFS Rehearsal	12, 18, 24
AMW-2-SF	NSFS Qualification (FIREX I)	12, 18, 24
ASW-51-SF	ASW Torpedo Countermeasure Ops (Non-CRUDES only) 3, 6, 9	
NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-2-SF	Assist to Remote Stations	3, 6, 9
NCO-3-SF	Invest. and Reporting	6, 12, 18
NCO-4-SF	Report of Elect Casualty	6, 12, 18
NCO-5-SF	Casualty Repair during loss of Lighting	6, 12, 18
NCO-6-SF	Use of Installed Spare Fuses	6, 12, 18
NCO-8-SF	Sound-Powered Phone Casualty	6, 12, 18
NCO-9-SF	Secondary ECC/CSMC	6, 12, 18
NCO-10-SF	Elect. Cooling Water Casualty	6, 12, 18
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-14-SF	Draw Emerg. Repair Parts	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9
NCO-16-SF	ECC/ESS	12, 18, 24
NCO-33-SF	Small Boat Attack	12, 24, 36

8. <u>Surface Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

(a) Completion of applicable Training Objectives in paragraph 6 above by two SUW watchteams and one Condition 1 watchteam.

(b) CMTQ (Harpoon) complete

(c) Demonstrate Condition I and III watchteams

(d) Assess ship's Watchteam Replacement Plan (WTRP)

(e) Complete a successful Detect-to-Engage

(f) Satisfy all applicable Surface Warfare CTR's.

(g) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.

(j) M-2 in ASU Training SORTS (circumstances may dictate completion of some exercises after Maintenance and Unit Level Training Phases (Basic Phase) training).

(k) Operable degaussing system as demonstrated by a satisfactory range check (both directions) within the previous six months.

(l) Achievement of Training Level III (B/B)   per Article 2306

(m) Successfully complete Harpoon CMTQ Level of Knowledge Exams with an average score of 80% or better

9. Surface Warfare Follow-on Training/Material Assessments

(a) Aviation Ordnance Safety Assessment (AOSA)- LHA, LHD, LPD, and MCS.

TAB S TO SECTION 4
UNDERSEA WARFARE (USW) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: CG, DD, DDG, FFG, Amphibious and CLF.

2. Undersea Warfare References

    (a) FXP 1, Anti-Submarine Warfare (ASW) Exercises
    (b) NWP 3-21.35 Surface Ship Active Passive SONAR System Tactics
    (c) NWP 3-21.51.3 Surface Ship Passive Localization & Target Motion Analysis
    (d) NWP 22.5 SH-60B/LAMPS MK-III Tactical Manual
    (e) NWP 3-04.1 Shipboard Helicopter Operating Procedures
    (f) NWP 3-22.5 ASW TACAIR Anti-Submarine Warfare Tactical Airborne Information Document
    (g) TM 3-21.2-98 Surface USW Attack and Evasion Tactics Manual
    (h) ATP 3 Antisubmarine Evasive Steering
    (i) AN/SQQ-89(V) Operator Guidelines
    (j) NAVY-WIDE OPTASK USW
    (k) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil /www.atgl.spear.navy.mil)
    (l) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)
    (m) TM 3-21.5-01 Surface Ship Antisubmarine Warfare Search Planning
    (n) TM 3-21.6-01 Surface Ship Tactics to Counter the Diesel Submarine in a Littoral Environment
    (o) TM 3-15.1-01 Mine Like Object Detection and Avoidance
    (p) TB USW-03-02 ASW Proficiency-Deficiencies Observed in Ship Control of ASW Aircraft and Planning/Execution ASW
    (q) FXP-4, Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombat Operations (NCO), and Explosive Ordnance Disposal (EOD) exercises

3. Undersea Warfare Continuous Training Requirements.
    (a) Completion of ASA Checksheets (see ref k)
    (b) Two PQS qualified (including Interim qualifications) watchteams (qualified CSTT personnel may serve as second watchteam).
    (c) *ASTAC's proficiency current
    (e) Current Combat Systems Smooth Log
    (f) Commanding Officer's Battle Orders
    (g) Required number of exercise torpedoes (REXTORP/EXTORP)/EMATTs requisitioned
    (h) At least **85 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (i) Assess ship's Watchteam Replacement Plan (WTRP)
    (j) Single Ship ASW Course (K-2E-4634)
    (k) Ship's participation in inport ASW Exercise (ASWEX)(ITC Event)(SIPRTOP) where available.

4. Undersea Warfare CART II Admin/Material/Operations

    (a) Verify USW CTR status
    (b) Material Readiness Checks: Sonar dome gauge calibration and operational test (IAW PMS), torpedo gauge calibration, TACTAS gauge/tool calibration and operational test (IAW PMS), OCSOT, ASW SCOT, torpedo magazine material assessment, and torpedo tools/handling equipment calibration/weight test.
    (c) Appraise training aids and training devices
    (d) Assess a ship executed ATG provided scenario

5. Undersea Warfare Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology. ATG will assess and train in both the synthetic and live environment to USW watchstanders/watchteams. Training will focus on all installed USW systems and equipment, to include SQS-56/53 active and passive operations, SQQ-28

sonobuoy localization operations, SQR-19 TACTAS passive acoustic operations, ASWE, ASTAC, DRT/DDRT, TDSS/CADRT and onboard acoustic range prediction devices. Training for CSTT will focus on SQQ-89 Onboard Trainer (OBT) operations, USW scenario development, acoustic analysis operations, training and casualty control procedures. ATG will also provide specialized training and assessment of OTTO Fuel II safety, handling, and clean up, and MK32 SVTT torpedo handling operations. Ships will be required to demonstrate satisfactory degaussing runs (inbound/outbound) (where degaussing facilities are available), successful torpedo evasion maneuvers by two separate bridge watch teams, and satisfactory NIXIE streaming operations

During CART II process, ATG conducts administrative and material checks of USW systems and equipment IAW paragraph 3 and 4 above. A watchstander/watchteam assessment is also conducted to determine the current training level. This assessment is done using Level of Knowledge exams and OBT scenarios. The results of the CART II assessment are used to tailor/schedule training requirements for the remaining Maintenance and Unit Level Training Phases (Basic Phase) of Training.

ATG will conduct training and assessment utilizing Operational Onboard Trainer (OBT/IOBT) scenarios that are designed to exercise the watchteams and individual watchstanders in the effective setup and tactical employment of their ship's USW suite, contact classification, internal and external reporting procedures, and weapons employment techniques. This is accomplished by conducting passive long-range detection and tracking scenarios; leading into direct path active scenarios and/or LAMPS re-detection and prosecution scenarios.

Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis.

Training at TSTA is tailored to accomplish specific Enabling Objective sets. ATG will observe all watchteam/watchstander and training team Enabling Objectives; determining proficiency based on Objective Based Training Measures of Performance, while providing training in identified problem areas. In addition ATG, shipboard CSTT, and/or ISIC representatives will observe USW live fire events where required to attain M-2.

Ships can further prepare themselves for the Maintenance and Unit Level Training Phases (Basic Phase) by participation in inport training exercises and through the use of Limited Team Training offered by ATG. In port training consists of: monthly in port ASW exercises (ASW-Exs), weekly GRAM Analysis training(SIPRTOP), , Interactive Courseware (ICW), Interactive Multi-Sensor Analysis Trainer (IMAT)/PC-IMAT training, TDSS training, BGIE-U and ATG monthly lessons.

The Undersea Warfare Certification is achieved when all Undersea Warfare Maintenance and Unit Level Training Phases (Basic Phase) certification requirements in paragraph 8 are met.

6. Undersea Warfare Training Objectives. The following objectives and tasks shall be completed by two Condition IIAS and one Condition I watch section/s in the synthetic environment, where appropriate, prior to the end of the Maintenance and Unit Level Training Phases (Basic Phase) of Training. Ships will use ATG's watchteam/watchstander training objectives and tasks during Maintenance and Unit Level Training Phases (Basic Phase) training. Details are contained in references (k) and (l).

Analyze and plan for an USW mission
Preparations for Underway/Battle Readiness
Initialize and Configure/Reconfigure System to include transition of weapons postures
Detect/Re-detect subsurface contacts
Classify subsurface contacts
Track subsurface contacts
Report subsurface contacts
Engage subsurface threats with Anti-submarine armament
Battle Damage Assessment
Control aircraft in a USW role
Disengage, evade, avoid and deceive submarines and torpedoes
Conduct Streaming and Recovery Operations
Demonstrate Equipment Readiness
Demonstrate Small Object Avoidance
Administer use of OTTO Fuel II Spill kit.
Control Combat Systems Casualties

7. Undersea Warfare SFTM Exercises. See SFTM Appendix A for class applicability. Exercise descriptions are contained in FXP-1. Refer to paragraph 1103f for synthetic training philosophy and appendix C for authorized training equivalencies. Circumstances may dictate completion of some exercises (including firing exercises) after Maintenance and Unit Level Training Phases (Basic Phase) training.

Exercise Description		Periodicity
ASW-1-SF	SVTT Loading	3, 6, 9
ASW-2-SF	Sonar Casualty Drill	3, 6, 9
ASW-8-SF	Active ASW Operations	3, 6, 9
ASW-11-SF	Unidentified Contact Reporting	3, 6, 9
ASW-15-SF	Submarine Familiarization	12, 0, 0
ASW-18-SF	ASW SVTT Attack Operations	6, 12, 18
ASW-19-SF	ASW RTT Attack Operations	24, 0, 0
ASW-21-SF	Passive ASW Operations	3, 6, 9
ASW-41-SF	LAMPS MK III Helo Control	24, 0, 0
ASW-46-SF	ASW Mission Planning	3, 6, 9
ASW-48-SF	Acoustic Data Collection Operations	3, 6, 9
ASW-50-SF	ASW Attack Operations (Simulated)	3, 6, 9
ASW-51-SF	ASW Torpedo countermeasures operation	3, 6, 9
ASW-54-SF	Surface Ship Small Object Avoidance	24, 0, 0
NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-2-SF	Assist to Remote Stations	3, 6, 9
NCO-3-SF	Invest. and Reporting	6, 12, 18
NCO-4-SF	Report of Elect Casualty	6, 12, 18
NCO-5-SF	Casualty Repair during loss of Lighting	6, 12, 18
NCO-6-SF	Use of Installed Spare Fuses	6, 12, 18
NCO-8-SF	Sound-Powered Phone Casualty	6, 12, 18
NCO-10-SF	Elect. Cooling Water Casualty	6, 12, 18
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-13-SF	Use of ECC/CSOSS Manual	6, 12, 18
NCO-14-SF	Draw Emerg. Repair Parts	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9
NCO-16-SF	ECC/ESS	12, 18, 24
NCO28-SF	ROE	3, 6, 9

8. Undersea Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification

  (a) Satisfy all applicable USW CTR's.
  (b) Complete a successful Detect-to-Engage
  (c) At least **85 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
  (d) Completion of applicable Training Objectives in paragraph 6 above by two Condition IIAS and one Condition I watch team/s
  (e) LEADS/ADC employment
  (f) M-2 in ASW Training SORTS (Circumstances may dictate completion of some exercises after Maintenance and Unit Level Training Phases (Basic Phase) training)
  (g) Achievement of Training Level III (B/B) per Article 2306
  (h) Demonstrate unit level tactics using current CO's Battle Orders, OPGENs, OPTASKs, and tactics, techniques and procedures (TTP).
  (i) Entire ASW team must successfully complete Level of Knowledge exams and obtain a passing grade of 80%.

TAB T TO SECTION 4

VISIT BOARD SEARCH AND SEIZURE (VBSS)

1. This certification applies to the following ship classes: CG, DD, DDG, FFG, LPD and LSD.

2. <u>Visit Board Search and Seizure References</u>

    (a) CDS 50 MEF Deployers Handbook
    (b) Navy-wide OPTASK Maritime Interception Operations (MIO)
    (c) NTTP-3-07.11 (MIO) (series)
    (d) TYCOM Directed Required VBSS Equipment
    (e) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil/www.atgl.navy.mil)
    (f) ATGPAC SIPRNET Website (www.atgpac.navy.smil.mil)
    (g) FXP-4 Mobility (MOB), Logistics (LOG), Fleet Support Operations (FSO), Noncombat Operations (NCO), and Explosive Ordnance Disposal (EOD) exercises
    (h) NWP 3-07.4 Maritime Counter Drug and Alien Migrant Interdiction Operation
    (i) NWP 3-07.31 Multiservice Procedures for the Tactical Employment of Non-Lethal Weapons
    (j) NWP 1-14M Commander's Handbook on Law of Naval Operations
    (k) OPNAVINST 3591.1 Series Small Arms Training and Qualification

3. <u>Visit Board Search and Seizure Continuous Training Requirements.</u>
    (a) Complete Afloat Self Assessment (ASA) Checksheet (See Ref. (e))
    (b) One Boarding Team identified and in a high state of physical fitness (Good High or better on PFA standards)
    (c) Minimum of two qualified (including Interim qualifications) VBSS CSTT members
    (e) Boarding Team Equipment in accordance with AEL and reference (c) (onboard or on order, with the exception of tactical vests, must have a minimum of 12 onboard)
    (f) One Boarding Team schoolhouse trained in VBSS/MIO Procedures (A-830-0020)
    (g) Two graduates (Boarding Officer/Assistant Boarding Officer) of VBSS Boarding Officer COI (A-2E-0085)
    (h) All boarding team personnel qualified in assigned weapons
    (i) *All boarding team personnel qualified as 2nd Class Swimmers.

4. <u>Visit Board Search and Seizure CART II Admin/Material/Operations</u>

    (a) Verify VBSS CTR status
    (b) Material Readiness Checks: VBSS Equipment inventory, GCCS-M Operation and Systems checks, pre-fire checks on all major and minor caliber weapons, small boat (RHIB material condition), boat davit and limit switches.
    (c) Assess a ship executed ATG provided scenario (See Ref. (f))

5. <u>Visit Board Search and Seizure Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology.</u> ATG will assess and train training team and boarding team personnel in VBSS procedures. Prior to commencing VBSS training, boat crew will be qualified and proficient in small boat operations in accordance with the guidelines contained in the Seamanship proficiency and certification section. Boarding team members will be graduates of the schoolhouse training and team members will be 2nd Class swimmer qualified. The VBSS Certification is achieved when all the requirements of paragraph 8 are met.

6. <u>Visit Board Search and Seizure Training Objectives</u>. The ship's VBSS Boarding Team will conduct one daytime compliant high freeboard boarding, and one nighttime compliant high or low freeboard boarding in the live environment (target vessel underway). Ships will use the ATG watchteam/watchstander training objectives and tasks during Maintenance and Unit Level Training Phases (Basic Phase) training.

7. <u>Visit Board Search and Seizure SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions are contained in FXP-4.

Exercise Description		Periodicity
NCO-38 SF	Conduct Visit, Board, Search, and Seizure	6, 12, 18

8. <u>Visit Board Search and Seizure Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

    (a) Satisfy all VBSS CTR's.

    (b) Assess ship's Watchteam Replacement Plan (WTRP)

    (c) Completion of applicable Training Objectives in paragraph 6 above.

    (d) Achievement of Training Level III (B/B) per Article 2306

TAB U TO SECTION 4

FORCE MAINTENANCE AND MATERIAL MANAGEMENT (3M) CERTIFICATION CRITERIA

1. <u>Applies to all ship classes</u>.

2. <u>Maintenance and Material Management References</u>

    (a) COMNAVSURFLANT/COMNAVSURFPACINST 4790.13(Series)
    (b) CINCLANTFLT/CINCPACFLTINST 4790.3 Joint Fleet Maintenance Manual
    (c) OPNAVINST 4790.4 (3-M Manual)
    (d) NAVEDTRA 43241.H (3M PQS)
    (e) COMNAVSURFPACINST 4700.3 Database Management for SNAP II or OMMS-NG
    (f) COMNAVSURFORINST 4790.1 Force 3-M Assessment and Certification Program

3. <u>Maintenance and Material Management Continuous Training Requirements.</u>

    (a) Required SNAP Printed Reports (for SNAP configured ships only)
        (1) Copy of CSMP (Detailed CSMP and RPPO logs)
        (2) MDS Access List
    (b) Required OMMS-NG Printed Reports (for OMMS-NG configured ships only)
        (1) Copy of CSMP (Detailed CSMP and RPPO logs)
        (2) MDS Access List
    (c) Personnel assigned 3M supervisory and maintenance related billets are PQS qualified
    (d) The following schools shall be completed (by 3M Coordinator):

Schools	CIN
3M Coordinator School	J-500-0029

    (e) Required Sked Reports
        (1) Last 13 Weeks Accountability Logs
        (2) Current, previous and updated Quarterly Boards
        (3) Current Cycle Boards
        (4) Workcenter PMS Manual
    (f) Listing of major ship evolutions conducted in previous 13 weeks

4. <u>3M Baseline Assessment</u>. The 3M Baseline Assessment is conducted in accordance with ref (f). Typically scheduled to occur simultaneously with the Supply Management Assessment, the 3M Baseline focuses primarily on the section known as the PMS Baseline and secondarily on the MDS Baseline.

5. <u>Maintenance and Material Management (3M) Maintenance and Unit Level Training Phases (Basic Phase) Training Objectives</u>. Demonstrate a satisfactory shipboard organizational level maintenance capability and organizational skills in using the Maintenance Data Systems using the criteria in ref (f). Tailored PMS and MDS training is offered based on the results of the 3M Baseline Assessment. Local ATG commands should be contacted concerning additional 3M training courses that may be available.

6. <u>Maintenance and Material Management (3M) Assessment Timeline</u>. The 3M Baseline Assessment should be scheduled just prior to commencement of the Maintenance and Unit Level Training Phases (Basic Phase) (CART II), after the first major maintenance availability following deployment. This will allow subsequent time for shipboard training and a follow-on 3M Certification, if required, prior to commencement of FEP and completion of the ship's Maintenance and Unit Level Training Phases (Basic Phase) Training Cycle.

7. <u>Maintenance and Material Management (3M) Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

    (a) Ship achieves a satisfactory level of proficiency in PMS when:
        (1)Ship-wide RAR is = 90% and no more than one major departmental RAR is < 90%.
        (2)Ship-wide ACF is = 90% and no more than one major departmental ACF is < 90%.
        (3) Situational checks are being performed and documented.

        Note: A major department is classified as:

        DD/DDG/FFG: **Engineering, Operations, and Combat Systems**

        CG: **Engineering, Operations, Combat Systems, and Weapons**

        Amphibious ships: **Engineering, Operations, and Deck**

        LHA/LHD: **Engineering, Operations, Combat Systems, Deck, and Air/AIMD**

        Also, any department having more than 20% of the ship's total maintenance checks will also be considered major for purposes of assessment.

    (b) Ship achieves a satisfactory level of proficiency in MDS when ship-wide MDS Performance Rate (MPR) is = 80%

    (c) To provide time for training, a minimum of 13 weeks should be allowed to elapse before scheduling a follow-on 3-M Certification. If a ship fails to certify the 3-M Baseline Assessment and requires follow-on training leading up to a 3-M Certification Assessment, re-assessment will be conducted as follows:

        (1) If RAR requires re-assessment, those departments that failed to achieve 90% RAR during the Baseline will be re-assessed. Ship-wide RAR will be calculated using new departmental RAR scores, combined with Baseline departmental RAR scores that were not re-assessed.

        (2) If ACF requires re-assessment, those departments that failed to achieve 90% ACF during the Baseline will be re-assessed. Ship-wide ACF will be calculated using new departmental ACF scores, combined with Baseline departmental ACF scores that were not re-assessed.

        (3) If MPR requires re-assessment, those areas (MCF, CMF, RAF, CVF) that failed to achieve 80% during the Baseline will be re-assessed. Ship-wide MPR will be calculated using new scores, combined with Baseline scores for areas that were not re-assessed.

TAB V TO SECTION 4

SEARCH AND RESCUE (SAR) CERTIFICATION CRITERIA

1. This certification applies to all ship classes. Completion of this tab fulfills the requirements of TYCOM SAR Evaluation.

2. <u>Search and Rescue References</u>

   (a) OPNAVINST 3130.6(series) SAR Standardization Program
   (b) OPNAVINST 3120.32(series) Standard Organization Regulation Manual (SORM)
   (c) OPNAVINST 5100.19(series) Safety Manual Forces Afloat
   (d) COMNAVSURFORINST 3130, Surface Fleet SAR Program
   (e) NWP 3-50.1 Search and Rescue Manual
   (f) NWP 3-04.1 Helicopter Procedures for Air Capable Ships
   (g) NWP 3-22.5 SAR TACAID
   (h) JOINT PUB 3-50
   (i) FXP-4 (current revision)
   (j) ATP 10
   (k) NAVAIR 13-1-6
   (l) ATGPAC/ATGLANT NIPRNET Websites (www.atgpac.navy.mil/www.atgl.spear.navy.mil)
   (m) ATGPAC SIPRNET (www.atgpac.navy.smil.mil)
   (n) HC-3 SAR Model Manager Naval SAR Training Lectures CD ROM (current version)
   (o) HC-3 SAR GRAMS (Dated back 2 years)
   (p) HC-3 NIPRNET Website (www.hc3.navy.mil/sarmm)

3. <u>Search and Rescue Continuous Training Requirements.</u>

   (a) SAR Evaluation checklist complete, reference (d), enclosure (3)
   (b) 100% of required schools, including NEC and TYCOM requirements for the SAR mission area
   (c) Two designated and qualified surface rescue swimmers (one for MCM/MHC class ships)
   (d) Participation in Fleet Concentration Area (FCA) scheduled SAR proficiency training
   (e) One PQS qualified (including Interim qualifications) J-bar davit Recovery crew (not reqd LHA/LHD)
   (f) Three PQS qualified (including Interim qualifications) Boat crews to include 2nd class swimmer qualifications
   (g) Deck & swimmer rescue equipment available/operational to support operational SAR teams

4. <u>Search and Rescue CART II Admin / Material / Operations</u>

   (a) Verify Search and Rescue CTR status
   (b) Verify SAR Officer Notebook and swimmer training records
   (c) Material Readiness Checks
        (1) Surface rescue swimmer personal equipment.
        (2) Deck and J-bar davit equipment to include required personnel protective equipment.
        (3) Rescue boat equipment and boat operational checks IAW PMS standards.
        (4) Verification of all weight tests for boat davits, SAR medevac and stokes litter slings, and SAR J-bar davits.
   (d) Assess rescue swimmer, ship and rescue boat executed ATG provided scenarios

5. <u>Search and Rescue Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology</u>. ATG will assess and train and recommend certification to the Type Commander by facilitating completion of SAR objectives. During the assessment visit, a proficiency determination will be made for the Surface Rescue Swimmers, J-bar davit recovery crew and boat crew. A comprehensive tailored training plan is then developed to address training weaknesses. Training on the following exercises is normally conducted for the rescue swimmers: lifesaving procedures, rescue equipment & device procedures, rescue hand signals, disentanglement procedures,

combative swimmer procedures, and mock trauma scenarios. Additional training for J-bar davit and boat crews may also be conducted if required. Active participation in monthly day and night SAR proficiency training is necessary for surface rescue swimmers to maintain their qualifications and training level. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

6. <u>Search and Rescue Training Objectives</u>. The ship shall complete the following applicable objectives and tasks prior to the end of the Maintenance and Unit Level Training Phases (Basic Phase) training. Details are contained in reference (l), (m), and (p).

> Swimmer(s) written examination (80% or greater)
> Swimmer Fitness Test
> Lifesaving procedures
> Rescue equipment & device procedures
> Rescue hand signals
> Disentanglement procedures
> Combative swimmer procedures
> Mock trauma scenario(s)
> J-bar davit deployment and recovery procedures (not required for LHA/LHD class ships)
> Rescue boat swimmer deployment and recovery procedures

7. <u>Search and Rescue SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions are contained in FXP-4.

Exercise	Description	Periodicity
MOB-S-6-SF	Man Overboard	3, 6, 9
MOB-S-34-SF	Rescue Swimmer	3, 6, 9

8. <u>Search and Rescue Certifications</u>

  (a) Satisfy all applicable SAR CTR's.
  (b) Assess ship's Watchteam Replacement Plan (WTRP).
  (c) Complete 100% of required schools, including NEC and TYCOM requirements for the SAR mission area.
  (d) Completion of applicable Training Objectives in paragraph 6 above.

TAB W TO SECTION 4

BALLISTIC MISSILE DEFENSE WARFARE (BMDW) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: LRS&T configured DDG/CG.

2. <u>Ballistic Missile Defense Warfare References</u>.

   (a) Combat Systems Techniques and Procedures (Ship Class)
   (b) JANAP-119 (L) (Brevity Code Words)
   (c) CJCSM 6120.01(series) Joint Multi-TADIL Operating Procedures
   (d) UNDERSTANDING LINK 16 Guidebook and procedures for Link 16
   (e) NAVY-WIDE OPTASK COMMS
   (f) NAVY-WIDE OPTASK LINK
   (g) TADIL Consolidated Navy Training System Plan (N6-NTSP-E-70-0105)
   (h) ATGPAC Website (www.atgpac.navy.mil)
   (i) ATGLANT Website (www.atgl.spear.navy.mil) Toolbox
   (j) AEGIS Ballistic Missile Defense Element Employment Guide
   (k) NAVY-WIDE OPTASK AD
   (l) NAVY-WIDE OPTASK BMD (when promulgated)
   (m) SWDG TACMEMO (when promulgated)
   (n) Operational Employment Guide

3. <u>Ballistic Missile Defense Warfare Continuous Training Requirements.</u>

   (a) Complete Afloat Self-Assessment (ASA) checksheet.
   (b)   Two PQS qualified watch teams and a PQS qualified CSTT (may serve as third watch team).
   (c)   LINK 11/16 Quick-Look completed (NTCSI)
   (d) At least **85 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
   (e) Review tactical scenario provided by ATG.
   (f) Participation in Multi-TADIL Exercises (where applicable)

4. <u>Ballistic Missile Defense Warfare CART II Admin/Material/Operations</u>.

   (a) Verify BMDW CTR status.
   (b)   Material Readiness checks (to include at a minimum: OCSOT, ACSOT, PSOT) complete.
   (c) Assess a ship-executed, ATG-provided scenario.
   (d) Two watch teams and CSTT be assessed during ATG provided scenario.

5. <u>Ballistic Missile Defense Warfare Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology</u>. BMDW training and certification will be conducted subsequent to completion of AW proficiency training and certification. ATG will assess and train watchteam/watchstander supervisory and operator personnel, and support the ISIC in assessment /certification in ballistic missile defense, including those surveillance, LINKS, casualty control procedures, and weapons systems supporting LRS&T. ATG will assess two LRS&Twatch teams and CSTT's performance during individual, non-integrated LRS&T scenarios during CART II. The results of this assessment will be used to determine the training requirements for the TSTA phase of training required for attainment of LRS&T qualification. ISIC, supported by ATG will conduct LRS&TQ for surface force LRS&T capable ships. ATG will also provide shipboard operator training using embedded or portable shipboard training devices, including scenario tailoring as required for shipboard training team (SBTT) COI. Stand-alone and integrated scenario based LRS&T training with ship's combat systems training teams (CSTT) and a LRS&T watchteam will be conducted in accordance with class combat systems techniques and procedures, applicable OPTASKs, and commanding officer's battle orders. Training scenarios are of increasing level of complexity designed to introduce new training objectives and reinforce previously introduced objectives as the watch team

progresses in proficiency. Watch teams will have to demonstrate the ability to correctly configure and operate cueing, reporting, and tracking systems during these scenarios in addition to correctly making all required reports. During TSTA ATG will assess the safe operational condition of LRS&T systems and sub-systems. ISIC shall verify the ship's ability to receive LRS&T tasking/LRS&T warnings and process this information via embedded planners/systems, as applicable. BMDW certification is achieved when all certification requirements listed in paragraph 8 have been successfully completed.

6. <u>Ballistic Missile Defense Warfare Training Objectives</u>. The following objectives and tasks shall be completed by both sections of the LRS&T watchteams in the synthetic environment prior to the end of the Maintenance and Unit Level Training Phases (Basic Phase) training. Ships will use the ATG watchteam/watchstander training objectives and tasks to complete the following during this phase of training:

(a) Analyze and plan for a BMDW mission.
(b) Initialize and configure/reconfigure systems to include transition from LRS&T to baseline tactical configuration.
(c) Demonstrate successful surveillance and tracking against long range, simulated ballistic missile.
(d) Demonstrate the ability to send and receive cueing data via satellite link 16.
(e) Effectively operate all installed LRS&T information and reporting systems.
(f) Demonstrate the ability to conduct self-defense while configured for LRS&T operations.
(g) Control combat systems casualties.

7. <u>Ballistic Missile Defense Warfare SURFORTRAMAN Exercises</u>. See SURFORTRAMAN Appendix A for class applicability. See SURFORTRAMAN Appendix C for exercise equivalencies. Exercise descriptions are contained in (revised) FXP.

Exercise	Description	Periodicity
Update to Appendix "A" is required to reflect Class/Baseline BMD capability		
CCC-6-SF	Radio-Telephone Drills	3, 6, 9
CCC-15-SF	NTDS Initiation/Operation	3, 6, 9
CCC-16-SF	AEGIS Doctrine Management	6, 12, 18
CCC-44-SF	Multi-Link Operations	
NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-2-SF	Assist Remote Spaces	3, 6, 9
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-14-SF	Drawing Emergency Spares	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9
NCO-16-SF	ECC/ESS	12, 18, 24
NCO-28-SF	ROE	3, 6, 9

8. <u>Ballistic Missile Defense Warfare Maintenance and Unit Level Training Phases (Basic Phase) Certification</u>

(a) Satisfy all CTR's.
(b) Assess ship's watch team replacement plan (WTRP).
(c) Demonstrate two condition III watchteams.
(d) At least **85 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
(e) Completion of all applicable objectives and tasks by two LRS&T watch teams.
(f) Successfully receive mission tasking/BMD warnings via embedded systems.
(g) Successful completion of LRS&T qualification.
(h) Achievement of Training Level III (B/B) in both watchstander and training team proficiency per article 2306.

TAB X TO SECTION 4

FORCE SUPPLY MANAGEMENT CERTIFICATION CRITERIA

1. Supply Management Inspection References
    (a) CNSF 5040.1
    (b) COMNAVSURFLANT/COMNAVSURFPACINST 4400.1 series

2. Force Supply Management Inspection Training Methodology: The Supply Management Inspection is a comprehensive assessment evaluating the current condition, administration, accountability, and operation of the unit's logistic support. Its objective is to determine if each mission area can effectively support the unit in performing its primary mission. This certification applies to all ship classes.
    (a) Using basic parameters provided within reference (a), the Senior SMI Assessor will determine the final outcome of the assessment, which will reflect the readiness condition of the unit's existing logistic support system.
    (b) The Senior SMI Assessor has the authority to explore and expand the scope of the assessment into any area of resource management considered necessary.
    (c) If, after the assessment has begun, any mission area is judged "not ready for assessment," that portion of the SMI will be graded as UNSATISFACTORY and reassessed within 90 days after the completion date of the ongoing SMI.

3. Supply Management Inspection Schedule

    (a) SMI inspections will be conducted at once every 24 –6/+3 months for all units to coincide with the FRTP. Exceptions to this periodicity will be authorized on a case-by-case basis by COMNAVSURFLANT/COMNAVSURFPAC through official correspondence or Naval Message via the ships ISIC.
    (b) A Supply Management Assessment will be conducted 10-14 weeks prior to the scheduled Supply Management Inspection.
    (c) A successful SMI will certify the ship's Supply Department through the last day of the 24th month from the certification date. CNSF Afloat Training Groups (ATGs) will coordinate specific SMI inspection schedules with the unit's respective Immediate Unit Commander (IUC)/Immediate Superior in Command (ISIC), who will task the unit as necessary to provide any support requirements.
    (d) The SMI will not be conducted during ROH/SRA/PMA/ILOs without prior TYCOM approval.
    (e) In no case will an SMI be converted to an assist visit or an assist visit to a formal inspection, once the event has begun.
    (f) Based on a recommendation from the ATG teams, however, the TYCOM may recommend validation (full or partial) of an SMA when an exceptional state of logistical readiness, 90% or above in any mission area, is noted during the assist. When any part of an assist is validated, the assist grade becomes the grade of record and that area will be excluded from the subsequent SMI. Training is the primary focus of the SMA.

4. Supply Management Primary Training Objectives
    (a) General Stores (Adjective Grade of Satisfactory)
        (1) Accountability
            • Pulse Points (DLR Inventory, Non-DLR Inventory and DLR Management)
            • Inventory Management
            • Financial Management
            • Material Procurement Management
            • Expenditure Management
            • Repairables Management
        (2) Sustainability
            • Pulse Points (Location Audit, MOF Stock, and MOF DTO)
            • Configuration Management
            • Inventory Management

- Material Procurement Management
- Material Management
- R-Supply/SNAP Utilization
- Publication and Training Administration
- Aviation Pack-Up Sustainability

(b) Food Service (Adjective Grade of Satisfactory)
  (1) Accountability
  - Pulse Points (Inventory)
  - General Accountability
  - Financial Records and Returns
  - Procurement Receipt & Storage
  - Food Service Module (FSM II)
  - Security
  - Presentation silver
  (2) Sustainability
  - Pulse Points (Food Preparation Work Sheet (NS1090)
  - General Sustainability
  - Private Messes
  (3) Crew Support
  - Pulse Points (Sanitation and Food Preparation)
  - General Crew Support
  - Sanitation

(c) Retail Operations (Adjective Grade of Satisfactory)
  (1) Accountability
  - Pulse Points (Bulk Inventory and Security)
  - General Accountability
  - Inventory
  - Cash Control
  - Security
  (2) Sustainability
  - Pulse Points (Financial Differences and Stock Turn)
  - Stock Turn
  - General Sustainability
  - Training
  (3) Crew Support
  - Pulse Points (Price Accuracy and Laundry Equipment)
  - Laundry Services
  - Barber Shop Services
  - Bulk Storeroom
  - Sales Outlets
  - Safety
  - Sanitation

5. <u>Supply Management Inspection Grading System</u>
   (a) Adjective grades of Outstanding, Excellent, Satisfactory, Conditionally Satisfactory and
UNSATISFACTORY will be assigned to the Supply mission areas (General Stores, Food Service and Retail
Operations) to reflect management effectiveness and efficiency. The mission area grades will be based on whether
or not the existing logistics support systems are performing as required by governing directives, and if the unit had

taken necessary corrective action to resolve any identified problems. The following definitions provide a detailed description of each Supply adjective grade:

Grade	Percent	Definition
OUTSTANDING	100 - 95	Superior operation. No major discrepancies.
EXCELLENT	94.9 - 90	No major discrepancies which affect the assessed areas capability to support the unit's primary mission.
SATISFACTORY	89.9 - 80	Some major and minor discrepancies noted; resulting in limited degradation of the assessed areas capability to support the unit's primary mission. 80% is the minimum score required in all mission areas to achieve certification.
CONDITIONALLY SATISFACTORY	79.9 - 75	**Meets only minimum standards.** Major improvements required. CONDITIONALLY SAT grades require a reinspect visit for those respective areas within 90 days of the completion date of the ongoing SMI.
UNSATISFACTORY	Below 75	**Does not support unit's mission.** Reassessment is required within 90 days of the completion date of the ongoing SMI for those respective areas.

(b) Earned grades of **CONDITIONALLY SATISFACTORY** in two or more Supply mission areas (General Stores, Food Service, or Retail Operations) **OR** an **UNSATISFACTORY** grade in any one Supply mission area **OR** an **UNSATISFACTORY** grade in the specific functional area of General Stores Accountability will result in an overall grade of **UNSATISFACTORY** for the primary area of Supply, as well as an overall SMI grade of **UNSATISFACTORY**. Upon receiving an overall SMI grade of **UNSATISFACTORY** ships will be reassessed within 90 days of the completion date of the ongoing SMI. Reassessments will occur only in those functional areas that caused the **UNSATISFACTORY**.

6. Supply Management Inspection Reports
(a) The written SMI report will be prepared reflecting the overall SMI grade, primary and mission area grades, and a narrative summary of major/minor discrepancies and their operational impact, in accordance with reference (a).
(b) The IUC/ISIC will receive a letter providing the overall SMI grade of SATISFACTORY or UNSATISFACTORY via separate correspondence in accordance with reference (a).

TAB Y TO SECTION 4

METEOROLOGY & OCEANOGRAPHY (METOC) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: LHA, LHD.

2. <u>METOC References</u>
    (a) NAVMETOCPRODEVCENNOTE 1552
    (b) NAVMETOCCOMINST 1500.2J
    (c) NAVMETOCCOMINST 3140.1L
    (d) NAVMETOCCOMINST 3140.14D
    (e) NAVMETOCCOMINST 3140.17A
    (f) NAVMETOCCOMINST 3141.2
    (g) NAVMETOCCOMINST 3144.1D
    (h) NAVMETOCCOMINST 3960.1A
    (i) NAVMETOCCOMINST 5070.1F
    (j) COMPACFLT OPORD 201 ANNEX H
    (k) COMLANTFLT OPORD 2000 ANNEX H

3. <u>METOC Continuous Training Requirements.</u>

    (a) Complete ASA (Afloat Self-Assessment Check Sheet).
    (b) Minimum of two PQS qualified (including interim qualifications) watchteams.
    (c) At least **80 %** completion of all required schools, including NEC, NOBC, IBFT, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
    (d) Complete SPAWAR (PMW-150) METOC equipment/system grooms and training.

4. <u>METOC Cart II Admin/Material Ops</u>

    (a) Verify METOC CTR status
    (b) Complete Knowledge Based Assessment Examination, 70% or greater.
    (c) Complete a ship-executed TYCOM METOC Officer-provided scenario.
    (d) Conduct Material Readiness Checks: NITES, SMQ-11, mini-rawinsonde (MRS) system, and portable METOC gear (PMQ-5, IR SST gun, etc.)
    (e) Conduct administrative checks using the ASA.

5. <u>METOC Maintenance and Unit Level Training Phases (Basic Phase) Training Methodology</u>. The Naval METOC Professional Development Detachments (NMOPDDs) in San Diego and Norfolk will train shipboard personnel in METOC product preparation, operations, tactical decision aids and other professional knowledge. NMOPDD-provided focused module training and team trainers should be scheduled as early after return from deployment as possible to improve readiness. During CART II, a senior METOC Officer from the ISIC staff or the TYCOM METOC Officer (ADDU positions currently filled by CO, NAVPACMETOCCEN SAN DIEGO for COMNAVSURPAC and CO, NAVLANTMETOCCEN NORFOLK for COMNAVSURLANT) will verify CTR status, complete a knowledge based assessment examination, conduct material readiness checks, conduct administrative checks using the ASA checksheet, and observe the division's ability to provide meteorological and oceanographic support to the CO, TAO and key watch-standing personnel via a scenario. The TYCOM METOC Officer (or his/her designated representative) has the responsibility to assess, train and certify a ship's OA Division as: successfully completing the Maintenance and Unit Level Training Phases (Basic Phase) of training, ready to proceed to integration training, and emergency-surge capable, if necessary. Certification will be conducted using the Objective Based Training (OBT) database (maintained by the TYCOM METOC Officer) and an underway evaluation. The METOC Certification is achieved when all METOC certification requirements in paragraph 8 are met. The TYCOM METOC Officer, or designated representative, shall report findings to the appropriate Afloat Training Group Commander with a copy to the ISIC METOC Officer (when applicable).

6. <u>METOC Training Objectives.</u> The following objectives shall be completed prior to the end of Maintenance and Unit Level Training Phases (Basic Phase) training:

 (a) Provide primary Meteorology products in support of operations
 (b) Provide primary Oceanography products in support of operations
 (c) Provide METOC support to Ship's CO and watchstanders for shipboard evolutions
 (d) Provide METOC support to Ship's CO and watchstanders for flight operations
 (e) Provide METOC support to Ship's CO and watchstanders for AAW
 (f) Provide METOC support to Ship's CO and watchstanders for SUW
 (g) Provide METOC support to Ship's CO and watchstanders for AMW
 (h) Provide METOC support to Ship's CO and watchstanders for STW*
 (i) Provide METOC support to Ship's CO and watchstanders for ASW*
 (j) Provide METOC support to Ship's CO and watchstanders for MIW*
 (k) Provide METOC support to Ship's CO and watchstanders for NSW*
 (l) Provide METOC support to Ship's CO and watchstanders for C2/IW*
 (m) Provide METOC support to Ship's CO and watchstanders for CBRNE
 (n) Collect, Report, Coordinate and Disseminate METOC information
 (o) Monitor and report own ship's METOC equipment status

Note: Support to warfare areas marked with an asterisk (*) are not necessarily evaluated in the BPT. However, The METOC evaluator will assess the OA Division's proficiency in providing a basic level of support in those warfare areas. The assessment will, for the most part, be based on the OA Division's completeness of classroom training and ability to operate pertinent Tactical Decision Aids (TDAs.)

7. <u>METOC SURFORTRAMAN Exercises</u>. Exercise descriptions are contained in FXP-3.

Exercise Description	Periodicity
AMW-69-SF AMPHIB ENVIRONMENTAL SUPP	12, 24, 36
STW-2-SF STRIKE ENVIRON SUP	6, 12, 18
ASW-45-SF ASW ENVIRON SUP BY OA DIV	6, 12, 18
AAW-AD-01-SF	6, 12, 18

8. <u>METOC Maintenance and Unit Level Training Phases (Basic Phase) certification</u>

 (a) Satisfy all METOC CTR's.
  1) Complete the Afloat Self-Assessment checklist (ASA).
  2) Minimum of two PQS qualified (including interim qualifications) watchteams.
  3) At least **80 %** completion of all required schools, including NEC, NOBC, NTMPS, and TYCOM requirements for this mission area. For those school requirements not complete, a quota must be obtained and scheduled.
  4) SPAWAR (PMW-150) METOC equipment / system grooms and training.
 (b) Complete Knowledge-Based Assessment Examination (70% or greater).
 (c) Demonstrate Condition I and III watchteams by completing a ship-executed TYCOM METOC Officer-provided scenario.
 (d) TYCOM review of OA Tactical Team Training Lab performance.
 (e) Completion of all applicable training objectives and tasks by two METOC watchteams (para 6).
 (f) Undergo an at-sea METOC Underway Demonstration (MUD) that shows a minimum standard of METOC training self-sufficiency and watchteam proficiency. The TYCOM METOC Officer, or designated representative, will conduct the MUD in association with the FEP at-sea period or during a preceding underway period if the OA Division is ready for the demonstration.

SECTION 5

CREW CERTIFICATION AND FAST CRUISE

Ref: (a) NAVEDTRA 43100-1D (PQS Management Guide)

2501. **General**. The training process for crew watch station qualifications of ships in new construction or undergoing extended overhaul or major maintenance availability must be a well planned program instituted shortly after start of overhaul or formation of the pre-commissioning unit. This is particularly important because the sea trial will be the first time the crew has been at sea following an extended in port period. The emphasis of the training and qualification program should ensure the crew is effectively trained in standard operating procedures, emergency bills, and casualty drills, and is thoroughly cognizant of equipments either newly installed or relocated during the yard or building period as applicable. The scope and depth of watch station training and qualifications as discussed herein should be predicated on supporting a successful and safe sea trial. To this end, the procedures for conduct of crew certification and subsequent fast cruise reflect general guidelines and minimum requirements.

2502. **Crew Certification Requirements**

        a. Crew certification is required for all ships of new construction. Those ships undergoing extended conversion or modernization will also use this instruction for conducting crew certification. Crew certification for ships that have not been underway for a period of six months or more is required. The difference between CREWCERT for new construction ships and ships in commission is one of depth, detail and time. Both are two-phased events, but the new construction CREWCERT phases may be several days in length while the phases for the ship already in commission may be one to two days long. New Construction ships will also be scheduled for an LOA as ships already in commission may, depending on the length of the availability. CREWCERT Phase II should normally be scheduled after LOA.

        b. The major emphasis of crew certification is not training records or administrative procedures. Rather, emphasis is to be placed on review of the ship's overall training program, the ability to provide a minimum number of qualified crew members to support sea trials and whether these objectives are being satisfied. Review of emergency bills and ship's organization will also be included.

        c. Applicable Personnel Qualification Standards (PQS) will be used wherever possible to qualify watchstanders. Those underway watches not covered by PQS should be qualified by locally developed Job Qualification Requirements (JQR) in the format specified in reference (a).

        d. Ships are expected to accomplish these requirements without support from other ships.

        e. The crew certification is normally conducted in two phases:

            (1) Phase I will be completed approximately one to two months before fast cruise. Completion of this phase is accomplished by a successful one or two day visit that includes:

                (a) A review of training conducted and training planned to support minimum underway watch qualifications for sea trial evolutions.

                (b) Written or oral examination of underway watch-standers with emphasis on their knowledge of emergency/casualty bills and general ship operating procedures. This is conducted for engineering watch personnel during ATG visits, Initial Assessment (IA) and Underway Demonstration. Such examinations should not be repeated by the ISIC.

                (c) An audit of the ship's SORM, operational and emergency bills, Standing and Battle Orders,

and shipboard doctrines.

(d) Rules of the Road written examination for officers and chief petty officers standing bridge and CIC watches.

(2) Phase II will be conducted before a formal fast cruise and will consist of an on board evaluation of watch-standers' abilities as determined during simulated underway operations. CSOSS organizational relationships shall be examined for conformance with the ship's Watch, Quarter, and Station Bill under all inport and at-sea conditions of readiness. The certification team will observe specified evolutions, including emergency drills, using constructive instructional techniques to afford the crew opportunity to correct training or procedural deficiencies during the fast cruise.

f. Composition of the monitor team for both Phase I and Phase II will be approximately as follows:

Monitor Team	Area of Responsibility
ISIC/COS	All areas
Commanding Officer	All areas
Executive Officer/CSO	Overall Training, Medical
Operations Officer	Operations, Navigation, Communications, Deck (CRUDES)
Combat Systems Officer	Combat Systems
Engineer/Material Officer	Engineering, Damage Control
First Lieutenant	Deck (CLF/AMPHIB)

g. Areas of responsibility are as follows:

(1) ISIC will monitor satisfactory accomplishment of the crew certification phases for assigned ships.

(2) Commanding officer will establish a crew certification program per the provisions contained herein.

h. Reports. No formal report is required other than by TRNGREP for the Crew Certification line item in the ship's TRA.

i. Search and Rescue (SAR) evaluation, consisting of a swimmers evaluation and a shipboard evaluation of the deck recovery team, will be condicted in conjunction with CREWCERT Phase II.

2503. **Crew Certification Subject Matter/Schedule**

a. Phase I. Examination and audit of organization, bills and training.

(1) Executive and General Training

(a) Special Sea and Anchor Detail Watch Bill.

(b) Underway Watch Bill.

(c) General Emergency Bill.

(d) Man overboard procedures.

(e) Rules of the Road.

(f) Lookout oral interview.

(g) Helicopter Operations Bill.

(h) SORM.

(i) Personnel qualification status.

(2) Departments, General

(a) Safety precautions.

(b) Operational and emergency bills.

(c) Departmental personnel manning and training status.

1 Number of crew qualified in underway watch sections.

2 Nature and amount of DC training conducted, including fire fighting.

3 Nature and amount of training conducted on ship control and auxiliary support systems, such as emergency steering, magazine sprinklers, etc.

(d) Adequacy and availability of documentation for equipment and systems operation (plans, instructions, books, pre-underway checkoff lists and PMS/operational tests of equipment prior to underway).

(e) Departmental organizational manual, Standing and Battle Orders, and shipboard doctrines.

(f) Adequacy of Quality Assurance, 3M system, and Ship Configuration and Logistics Support Information System (SCLSIS) database training and operation.

(3) Operations/Communications. Familiarity with operational reports such as MOVREP, CASREP, SORTS, TRNGREP, and voice/message communications procedures (oral interviews).

(4) Combat Systems/Weapons. Nature and amount of training in combat systems casualty control.

(5) Engineering and Damage Control. Areas in Article 2502 above that are included in LOA should not be reevaluated during crew certification.

(6) Boat Crew Qualifications.

b. Phase II. On board, conducted prior to fast cruise.

(1) General. During this phase, ISIC will verify the following:

(a) Posted operational and emergency bills, safety precautions, and check-off lists for leaving/entering port.

(b) Emergency and damage control equipment.

(c) Alarms and emergency communications equipment.

(d) Watchstanders' knowledge of compartments, equipment, and procedures.

(e) Operability of equipment (particularly navigation and safety equipment, including bridge-to-bridge radio).

(f) Reaction of personnel in handling casualties, including use of CSOSS/CSOOW organization or electronic casualty control folders (for non-CSOSS configured ships).

(g) Areas previously evaluated satisfactory by LOA/Post Overhaul Reactor Safeguards Examination should not be reevaluated during Phase II.

c. Sample Crew Certification Schedule

(1) Phase I: Day One (Day Two - complete review if required)

0815 - Written Rules of the Road Examination (all designated OOD, JOOD, Shipping Officer/Petty Officer and CIC watch officers). The certification team can simultaneously start review of written organization bills and procedures as outlined in paragraph 2502.
0915 - Complete Rules of the Road examinations. Begin oral examinations, interviews, audits and briefings by department. Emphasis will be on emergencies that can arise during sea trials. The personnel involved shall include lookouts, after steering watch, helmsmen, repair parties, etc.
1300 - Continue departmental examinations, interviews, audits and briefings.
1400 - Certification team pre-briefings to ISIC.
1415 - Critique.

(2) Phase II

Day One (Day Two - complete review if required)

0800 - Station the special sea and anchor detail.
0810 - Simulate getting underway. Conduct emergency drills and special evolutions.

(1) Loss of engine order telegraph drill.

(2) Loss of steering drill.

(3) Anchoring.

(4) Loss of electrical power to selected combat system equipments (e.g., navigation radar).
0845 - Simulate reduced visibility. Evaluate performance of CIC, bridge, signal bridge and lookouts.
0850 - Station the regular underway watch section. During the remainder of the day, rotate watch sections in such a manner that all sections deal with loss of steering. Conduct man overboard and one at-sea general emergency drill (i.e. fire, flooding, or collision).
1130 - Relieve the watch.
1330 - Relieve the watch.
1600 - Critique.

NOTE: During Phase II, disclosures to each watch section are to be as realistic as possible. For example, lookouts should report traffic in the harbor as if contacts at sea. The ship will go to General Quarters during a general emergency such as a collision. It must be emphasized, however, that Phases I and II are checks to ensure that the ship is ready to conduct fast cruise and safely operate at sea. There may have been no time available before Phase II to conduct all hands training on board and, therefore, each drill should be viewed as the first step in preparation for fast cruise. For example, during the general emergency drill, personnel should arrive on the scene knowing their basic assignment and expecting to demonstrate basic damage control knowledge, and not the expertise required for a final

battle problem.

2504. **Fast Cruise**

a. The overall objectives of the fast cruise are to train the crew and determine their ability to take the ship to sea safely in a peacetime environment. In addition to the normal underway routine, to the maximum extent possible, equipment should be actuated to check for proper operation and to determine the state of training of the crew. Fast cruise shall, as far as is practicable, simulate at-sea operational conditions. It will be conducted by ship's force unhampered by construction or repair work or by the movement of shipyard personnel through the ship. No trials, tests, or other work should be performed on the ship during this period. The fast cruise should end not more than three days nor less than one day before sea trials.

b. The general evolutions and drills listed below should be conducted except those previously evaluated as satisfactory by LOA teams. The ship shall be on ship's power. All telephone lines, power lines, service connections, and brows shall be removed with the exception of one phone line for official use only. Provisions for discarding trash and garbage should be provided by the shipyard. Additional drills and operations are at the discretion of the commanding officer. The ship should be operated as if underway, simulating the various evolutions required for safe operation of the ship. Each underway section should be exercised in the evolutions that are normally performed on a watch section basis. During each evolution, check out all communication systems. Ensure that each is in proper working order and that where duplicate systems exist, a priority system is designated. If CSOSS is implemented ensure CSOOW organization is functioning. For non-CSOSS ships, ensure Repair 8 (Electronic Casualty Control Organization) is functioning

c. Minimum Fast Cruise Requirements

(1) All Ships

(a) Station the Special Sea and Anchor Detail.

(b) Station the normal underway watch (section watches).

(c) Simulate getting underway and returning to port.

(d) Walk through all major sea trial evolutions.

(e) Exercise the Reduced Visibility Bill.

(f) Simulate boat transfer at sea.

(g) Spot-check storage and availability of spare parts and tools. Verify adequacy of stores and provisions.

(h) Simulate transit, performing all evolutions and operating equipment as required.

(i) Conduct the following emergency drills for each section:

1 Loss of steering.

2 Loss of electrical power to navigational radar and communications equipment.

(j) Conduct man overboard (boat recovery).

(k) Exercise the crew at General Quarters.

(l) Exercise the crew at abandon ship.

(m) Conduct communications drills with bridge, radio, CIC, and signal bridge personnel.

(n) Anchor.

(2) The following minimum requirements will be completed by the ship for the combat system as applicable. Check all systems/equipment for proper operation per CSOSS before getting underway. Verify all interior communications circuits including battle telephones and CSOOW circuits. Conduct communications checks on bridge-to-bridge radio. Walk through/conduct drills for each watch station as follows:

AW-2-SF	Link 11 Operations
AW-3-SF	Radar/IFF Tracking
SUW-1-SF	Combined Air/Surface Tracking
C2W-4-SF	EMCON Setting/Modification
CCC-1-SF	Systems Control - Fleet Broadcast
CCC-6-SF	Radio-Telephone Drills
CCC-9-SF	Flag Hoist Signal Procedures
CCC-10-SF	Flashing Light Procedures
CCC-11-SF	Semaphore
CCC-15-SF	NTDS Initiation/Operation
MOB-N-3-SF	Conning/Steering Secondary Conn (if applicable)
MOB-N-4-SF	Piloting by Gyro
MOB-S-6-SF	Man Overboard (Boat Recovery)
FSO-M-8-SF	Electric Shock

(3) The following minimum requirements will be completed by the ship for the propulsion plant designated. Each watch section should walk through the listed drills and actually conduct as many drills as time permits.

(a) <u>Steam Plant</u>. Check propulsion systems/equipment for proper operation per EOSS. Verify all vital interior communications circuits.

Main Space Fire (MCBF)
Loss of Steering Control (MLSC)
Unusual Noise or Vibration in Main Engine (NVME)
Hot Bearing Main Engine (HMEB)
Loss of Main Engine Lube Oil Pressure (MLLOP/MLLOPR)
Class Charlie Fire in Switchboard (MCCFS)
Low Water in Boiler (MLBWL)
Loss of Main Feed Control (MLMFC)
High Water in Boiler (MHBWL)
Loss of Boiler Fires (MLOBF)
Loss of Vacuum in Main Condenser (MLVMC)

(c) <u>Gas Turbine Plant</u>. Check propulsion systems/ equipment for proper operation per EOSS (MLOC). Verify all vital interior communications circuits.

Main Space Fire - Major Class B Fire (MCBF)

Loss of Steering Control (MLSC)
Unusual Noise/Vibration in Reduction Gear/Shaft (MNVRG)
Loss of Propulsion Turbine Oil (MLPTO)
Class Charlie Fire in Switchboard (MCCFS)
Loss of Control Propeller Control (MLCRP)
Loss of CPP Hydraulic Oil Pressure (MLHOP)
High Power Turbine Inlet Gas Temperature (MHTIT)
Gas Turbine Cooling Air System Failure (MCASF)
Loss of Electrical Plant Control Console (MLEPC)
Class Bravo Fire in GTM Module (MBGTM)
Class Bravo Fire in Gas Turbine Generator Module (MBGGM)
Class Bravo Fire in a Diesel Generator Enclosure (MBFDG) (FFG 7)

(d) <u>Diesel Plant</u>. Check propulsion systems/ equipment for proper operation per EOSS (MLOC). Verify all vital interior communications circuits.

Main Space Fire - Major Class B Fire (MCBF)
Loss of Steering Control (MLSC)
Loss of Lube Oil Pressure Main Engine/Main Reduction Gear (MLLOP/MLLOPR)
Unusual Noise or Vibration in main Engine/Shaft (MNVRG)
Class C Fire in Switchboard (MCCFS)
Overheating Diesel Engine (MDGEO)
Diesel Engine Crankcase Explosion (MDECE)
Ship's Service Generator Overload (MDGOL)
Loss of Control Pitch Propeller (MLCRP)
Loss of Electrical Plant Control Console (MLEPC)

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CHAPTER 3

SUSTAINING MAINTENANCE AND UNIT LEVEL (BASIC) SKILLS DURING FRTP

Ref: (a) OPNAVINST 5100.19D, Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat
        (b) OPNAVINST 3500.39A, Operational Risk Management (ORM)

3101. **General.** As Chapter 2 of this manual dealt with the organization and execution of the scheduled portion of the Maintenance and Unit Level Training Phases (basic phase), including developing the shipboard training organization, training watchteams and completing certifications, Chapter 3 deals with how the momentum is maintained throughout the FRTP. This section provides guidance for the ship's training team organization. Training teams exist for the sole purpose of maintaining the ship's training edge through continuous training, especially as it completes the formal training phases supported by outside training organizations and must become self-sufficient throughout the employment cycle. A regrettable fact of life is that personnel turn-over is a constant drain, even while deployed, and the ship's training program must be focused on replacing losses through training and qualifying new personnel and reassigning others to both training teams and watchteams. To be successful, the ship must have and maintain an effective training organization based on training teams as well as a Watch Team Replacement Plan (WTRP) as discussed in Article 2402.h. To be effective, training evolutions must be well prepared, well conducted, observed by knowledgeable personnel, with deficiencies recorded and feedback provided and/or remedial action taken where appropriate. To do less is to go through the motions of training without achieving the desired result. To be effective, unit maintenance (basic) training must continue to be conducted beyond the scheduled Maintenance and Unit Level Training Phases (basic phase) and continue throughout the entire operating cycle. This chapter provides guidance for the ship's training team organization, how training shall be conducted and evaluated and safety considerations to be taken into account.

3102. **Credit for Exercise Completion**: Appendix A of this manual lists the repetitive exercises that ships must complete at stated periodicities throughout the FRTP to maintain the training readiness rating for each mission area in SORTS. With very few exceptions, these exercises are intended to be planned, briefed, conducted and debriefed by the appropriate training team. In the event that an exercise is not conducted with the support of the appropriate training team but could or should have been, the exercise may not be reported as being complete in the ship's TRNGREP message.

3103. **Background**. A fundamental goal of the COMNAVSURFOR's training strategy is to develop a self-sustaining training capability in each ship through the use of onboard training teams. Fleet training resources are used to build this capability by "training the trainers" who in turn maintain the training edge of the shipboard watch teams.

    a. Training teams exist for five general purposes:

        (1) Training. This includes both individual and team training, and encompasses pre-briefing and debriefing actions as well as providing feedback during the actual training scenario.

        (2) Exercise control (including initiation of the exercise and to provide responses to watchstander / team actions).

        (3) Exercise role-play. For example, the training teams perform the role of higher authority in combat systems training.

        (4) Exercise planning, recording, and assessment.

        (5) Safety monitoring.

    b. An effective training program is based on a logical continuum of training, starting with unit maintenance watchstander actions and progressing to more complex evolutions. A foundation which develops watchstander Level of Knowledge (LOK) based on evolution training, seminars, use of embedded training devices, simulation, etc., provides the synergy for watch teams to conduct efficient exercises and drills, including integrated training. The goal is for the ship's training teams to attain self-sufficiency and to be able to maintain proficiency by conducting

challenging training using realistic, safe, and progressive scenarios designed to meet specific training objectives. As discussed in Article 2303, the Afloat Training Groups have been tasked with maintaining libraries of training scenarios and drill guides to be used during unit maintenance training. Ships are free to use, modify or create additional scenarios and drill guides during the remaining portion of the FRTP. Guidelines for scenario development and drill guide preparation are provided later in this chapter.

c. Effective integrated scenario-based training exercises the ship as a complete combat system. It affects multi-mission areas, not merely parallel or simultaneous exercises, and demonstrates the intra- and interdependency of systems. Executing scenarios that demonstrate "cause and effect" relationships between systems are the essence of integrated training. For example, imposing a simulated casualty to a non-vital system such as sea water cooling to an air conditioning plant could, if not detected and corrected in a timely manner by the watchstander/teams, lead to a loss of chilled water which, in turn, would cause the loss of a principal combat system such as the SPY-1 radar. Demonstrating the critical relationship of systems through the creation of a "cause and effect" scenario requires the involvement and coordination of several training teams, tests the proficiency of watchstanders in several mission areas, and is the essence of effective integrated training.

d. While integrated training scenarios exercise the ship as an integrated weapons system, an important aspect of shipboard training, continuing training efforts are also required in subordinate functional areas; e.g., Combat Systems, Engineering, Damage Control, Seamanship, Navigation, Aviation and Medical, to maintain proficiency in each area. Also, as ship-wide integrated training efforts involve significant commitment of personnel and time, more frequent functional area training can be conducted independently by each training team as time and resources permit. In a well-developed program, independent functional area training by each team will not be conducted "in a vacuum." The plan should include exercising the interfaces with other watchstanders either through simulation or role-playing. For example, during engineering casualty control exercises, the EOOW should be expected to make all required reports to the OOD, CSOOW, etc., and should be pressed for information if he or she fails to do so.

e. Exercises may be conducted in the training mode where watchstanders are relatively unfamiliar with the exercise, and training time outs may be necessary. Alternatively, exercises may be conducted in the evaluation or assessment mode where the only time outs should be for safety considerations.

3104. **Description.** Training teams should include a core group of the most knowledgeable and experienced personnel in the ship who bring enthusiasm to the training process. No particular team size is directed. The size of the crew, number of qualified personnel, complexity of the exercise, and safety requirements will influence the size of the team. In addition, some training objectives for a particular event may not require the stationing of a full training team. Except in Engineering, where two watch teams and a training team are a minimum requirement, ships may find it desirable to have a two-section training team program in which a training team will be formed from one watch section to train the other and vice versa. The following training teams are required:

a. Integrated Training Team (ITT).

b. Combat Systems Training Team (CSTT)

c. Engineering Training Team (ETT)

d. Damage Control Training Team (DCTT)

e. Force Protection Training Team (FPTT)

f. Seamanship Training Team (STT)

g. Aviation Training Team (ATT). (LHA/LHD/MCS/LPD only)

h. Medical Training Team (MTT). (Ships with Medical Departments headed by Medical Officers only)

3105. **Objectives.** The training teams are responsible, under their team leaders, for the identification, formulation, integration and conduct of all phases of watchstander and watch team training. They have the following

responsibilities:

a. Plan, brief, conduct and debrief training using applicable instructions and publications.

b. Raise watchstander Level of Knowledge (LOK) through a program that combines evolutions, seminars, and embedded training devices, in addition to drills and exercises.

c. Assess the readiness and effectiveness of watch teams in the performance of watch station specific tasks.

d. Analyze problem areas or training deficiencies and initiate corrective actions to eliminate the possibility of personnel injury and damage to equipment.

3106. **Organization.** Individual training teams should be comprised of the following members: Team Leader, Team Coordinator, Watch station Evaluators/Trainers, and Safety Observers (may be collateral.)

3107. **Responsibilities.**

a. The Commanding Officer shall ensure that each training team is designated in writing and the personnel assigned are qualified for the watch station they are evaluating.

b. The Executive officer is Chairman of the Planning Board for Training (PBFT) and Team Leader of the ITT. The executive officer will coordinate the planning and execution of the ship's training team effort.

c. The Team Leader is responsible for the management of the training team. To this end, the team leader shall:

(1) Be a member of the PBFT and the ITT.

(2) Formulate a training package tailored to specific integrated or individual functional area team training objectives.

(3) Identify training constraints, disclosures and simulations and annotate the training package accordingly.

(4) Present the proposed training package to the Commanding Officer for approval.

(5) Conduct a pre-brief for each training event for training team members and the watch team being trained.

(6) Ensure the training team conducts a safety walk-through prior to each training event.

(7) Supervise the conduct of the training event.

(8) Conduct the training event debrief.

(9) Establish a feedback mechanism to address deficiencies identified during exercises conducted.

(10) Identify training shortfalls and develop lessons learned.

d. The team coordinator is responsible to the team leader for:

(1) Organizing all team training periods, developing training event plans, and making all preparations in support of event execution.

(2) Act as overall manager of the training team for training event briefs, performance and debriefs.

(3) Train team members in the proper conduct of their duties as drill initiators, exercise observers and

safety observers, including the Operational Risk Management (ORM) process. Reference (a) germane.

(4) Compile the results of the training event and submit the event evaluation sheets along with the critique sheets to the team leader for review.

(5) Act as coordinator for all recommendations and feedback concerning the training team.

e. Trainers/Evaluators/Safety Observers directly observe individual and team performance of the training event. Some may act as initiators or perform on-site observations and evaluations. Various duties include:.

(1) Conduct safety walk-through and pre-event checks.

(2) During exercises conducted in the training mode, provide training/prompting as necessary to meet the training objective.

(3) During exercises conducted in the evaluation mode, normally provide prompting only as required to prevent disruption of the event timeline or for safety reasons.

(4) Provide immediate feedback to individual watchstanders upon completion of the training event.

(5) Provide a post-exercise debrief on observations noted, lessons learned and recommendations for corrective actions.

3108. **Qualifications.**

a. Personnel assigned to the training teams shall be of high caliber and experience, and shall possess the ability to interact effectively with people and professionally assess their abilities. Training team members shall be PQS qualified for the watch station(s) they are assigned to evaluate or possess a higher level qualification, as appropriate. For example, the Tactical Action Officer (TAO) may observe and evaluate the effectiveness of a subordinate watchstander without being specifically qualified for that watch station. The test for whether a training team member must be PQS qualified for the watch station observed is whether the training team member may have to effectively assume watchstander actions for the safety of personnel or equipment.

b. Team members may be assigned to observe more than one area of the evolution only if all personnel participating in the event can be supervised and observed without degrading safety.

3109. **Safety and Risk Management.**

a. Safety. Reference (a) volume II provides surface ship safety standards. Within the training team, the Team Leader has overall responsibility for the planning and execution of the team's training events in a safe manner. The responsibilities of team members on station are greater than those of the assigned trainees. Safety is the primary concern during all training events. The training of the participant, although an important objective, must be secondary to safety. Training team members are ultimately responsible for unsafe actions of any participant under their charge. They may allow the trainee to take actions, even in the event of actual casualties, provided personnel or equipment are not placed in a hazardous situation. It is frequently valuable for trainees to be allowed to make mistakes. Team members must walk the line between allowing those mistakes to be made and preventing unsafe conditions. Whenever there is doubt, the training event must be interrupted immediately and a safe condition established.

b. Operational Risk Management (ORM). References (a) and (b) require the use of ORM in all aspects of operations, training and planning. While the scope of risk management efforts will vary with the type, complexity and uncertainty of planned events, the key elements are applicable to all planning. In conducting familiar, repetitive training events, often with specific known safety issues and requirements, the risk management effort may be simple and straightforward, but still necessary, because these may be the very operations where an unanticipated event or unusual condition will involve risk of injury or damage. The risk management process involves thinking through the planned process in advance to determine possible hazards, assessing those hazards with some estimate of severity and

probability of occurrence, and implementing controls to minimize the risk. For most training situations, these controls will be administrative in nature: i.e., providing warnings, placards, etc.; establishing written policies, SOPs, etc.; training personnel to recognize hazards; limiting exposure to hazards; or providing personnel protective equipment, etc. Use of the ORM process will help to determine the scope of the required pre-event briefing with respect to risk management. While this has often been done informally or intuitively, ORM provides a structured framework to conduct this process. The training team leaders are responsible for ensuring that ORM procedures are used in planning training events as well as ensuring identified control measures are in place prior to and during the training evolution. The process is summarized in the following table:

Operational Risk Management Summary

FIVE POINT SHIELD	RISK MANAGEMENT
1. Identify Hazards	Integrate in Planning
2. Assess Risks	Eliminate Unnecessary Risks
3. Make Risk Decisions	Make Risk Decisions at the Proper Level
4. Implement Controls	Accept Risk if Benefits Outweigh Costs (CO Decision)
5. Supervise	

Table 3-1-1

c. Safety Inspections. Pre-event safety inspections are the responsibility of all training team members. Safety inspections of all training event areas/equipment may be conducted prior to or after the event brief. However, the walk-through must allow for sufficient time for correction of any unsatisfactory conditions found before the start of the event. Safety inspections should not be done in a way that pre-discloses the event location. All significant safety discrepancies should be reported to the training team leader who shall be responsible for ensuring that they are corrected prior to commencing the training event. The following observations/actions may be appropriate during this inspection:

(1) Check space installed firefighting/safety equipment such as Halon, CO_2, AFFF, and PKP.

(2) Ensure repair lockers are properly stowed and ready for use.

(3) Test training event communication circuits.

(4) Ensure escape trunks, doors, and hatches are unobstructed.

(5) Review tagout log index page to ensure equipment which may impact event are not degraded or under repair/PMS.

(6) Observe space temperature(s) for temperatures in excess of 100 degrees.

(7) Check for missile hazards.

(8) Check deckplates/tiles to ensure they are securely fastened.

(9) Ensure that ladders are properly hinged or attached.

(10) Ensure personal protective equipment such as SEEDs and EEBDs are properly installed/worn.

(11) Ensure equipment configuration is as briefed.

(12) MLOC contains useful safety information that can be used as a guide in engineering spaces.

(13) Ensure deck gear is available and ready to use.

(14) Ensure all weapons are downloaded and/or in a safe to train configuration.

(15) Review local regulations on restrictions concerning communications and radar transmissions for inport training periods.

(16) Ensure HERO is considered when conducting weapons handling training evolutions.

d. Safety observer(s) is (are) assigned to ensure all events are conducted in a safe and professional manner. Initiators/evaluators may also function as safety observers. For particularly complex or dangerous events, a separate safety observer may be assigned. A safety observer shall be an experienced officer or petty officer qualified in the event to be observed. The attention of the safety observer will be directed exclusively toward the prevention of accidents and immediate identification of unsafe practices that might hazard personnel or equipment.

(1) The number of safety observers for a given training event shall be consistent with the capability to observe all areas of possible safety hazards. If separate safety observers are assigned, they shall not be distracted from their function by concerning themselves with scoring of, or participation in, a training event.

(2) Safety observers for all training events shall be assigned from ship's company personnel.

(3) Safety observers have the authority to suspend the progress of a training event when conditions warrant (safety time out). Before beginning an event, a signaling method shall be arranged and understood, whereby the observer may halt the event. The use of a whistle or the word "silence" is appropriate.

(4) Training events suspended by a safety observer may be resumed only upon the direction of the Commanding Officer or an authorized representative.

3110. **Documentation.** Although the exact format is not prescribed, the following documents are essential for the effective planning, monitoring, and evaluating of drills/evolutions:

a. Scenario Package. The package provided by ATG includes a scenario notebook, BFTT and/or CMTPC digital scenarios and a disk with relevant OPTASK SUPPS, rules of engagement, indications and warnings ideas, digital maps and overlays and other material for ITT use. The notebook includes instructions on how to use the scenario package, geopolitical information, scripted geography, order of battle, problem control information, CARTII timeline outline CMTQ information, and FEP outline and information.

b. Tactical Scenario Exercise Drill Guide (TSEDG) and Casualty Control Exercise Drill Guide (CCEDG). Figure 3-1-1, TSEDG and Figure 3-1-2, Integrated Training Team Drill Plan, will be used for all ITT scenarios. The TSEDG can be used by the individual training teams for standalone scenarios or to support an ITT level scenario. Drill/evolution descriptions and procedures shall be listed on cards for each event. It is not necessary to repeat information that is already described in existing documentation (i.e. EOSS, CSOSS, etc). In addition to title, appropriate references, objectives and safety precautions, the guide should include what symptoms should alert the watchstander to the casualty, cause factors (based upon CSOSS and EOCC lists of probable causes and/or trouble-shooting tables and technical manual information), requirements for repair (if applicable), method(s) of imposition, expected actions, possible effects, menu of authorized simulations and recovery procedures. A master set of approved drill guides shall be maintained. Figure 3-1-3 is a sample of a generic Casualty Control Exercise Drill Guide.

(1) TSEDG and CCEDG Drill Guide Content. The drill guides should define the general tactical scenario or the selected casualty and the procedures for insertion and response to that casualty in a specific equipment, subsystem, or system.

(2) TSEDG and CCEDG Drill Guide Validation. In the absence of direction from higher authority, drill guides for locally developed procedures must be validated as follows:

(a) Part One. "**COLD CHECK**" - a process of verifying locations, numbers, materials, insertion procedures, symptoms, restoration, reconfiguration procedures and casualty initiation procedures. The drill card is reviewed for technical accuracy, procedurally checked by NEC related technicians, and verified not to pose a

hazard to personnel or equipment. ORM procedures will be incorporated in the "Cold Check" process.

(b) Part Two. "**HOT CHECK**" - a process in which a cold checked exercise is conducted on operational equipment for validation. All equipment and watchstation personnel manning must be in accordance with specified drill guide condition of readiness / crew watch condition. HOT CHECKS MUST BE AUTHORIZED BY THE COMMANDING OFFICER.

(c) Once validated, the TSEDG and the CCEDG package will be routed by the team leader to the commanding officer for approval. Retain the exercise for future use. All exercises must be verified current prior to conducting exercise/drill pre-briefs.

c. Drill Plan. The ship's equipment shall not be placed in any non-standard configuration without the express approval of the Commanding Officer. Any imposition of casualties or operational procedures must be detailed in a drill plan that fulfills the requirements below. If conducted as an ITT exercise, the drill plan will contain an ITT timeline listing all events and each training team's list of events. A copy of a drill plan should be included among other departmental training records. Figure 3-1-4 is a sample drill plan for individual training teams. Figure 3-1-2 is a sample integrated training team drill plan.

(1) The drill plan should accurately describe the time periods and watch sections being observed. The drill plan should state whether the drill is for training or evaluation.

(2) Each individual drill or routine should be listed with the location and participants on which it is to be imposed.

(3) The drill plan must include the assignment and special requirements of the team members.

(4) Employing ORM principles, the plan should account for all contingencies and establish clear-cut actions when a drill may result in several different outcomes. The drill plan should contain the direction for each eventuality.

(5) The development of the drill plan must take into consideration the condition of the equipment, safety and monitoring devices out of commission, the length of the drill period, state of training of the participants, cautions or restrictions internal to the ship such as requirements not to interrupt communications, electrical power,

Tactical Scenario Exercise Drill Guide (TSEDG) Example

Tactical Scenario Drill Guide (TSDG) Title:	Drill ID:

References: (List applicable NWP/NTTP/Ship Class CSTP, OPTASK, CSOSS, etc., used to develop the Watchteam scenario.)

Safety Precautions and Risk Management (ORM) Controls:
(List general and drill specific safety precautions and ORM controls to be followed during the drill.)
1. Forces Afloat comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19
2. Restore systems/equipment to original configuration after FINEX of each training event.
3. Space walk-through and discrepancies noted during pre-drill inspection: Walk-through will be conducted ½ hour prior to commencing exercise and status reported to the ITT Coordinator in CIC.
4. Hot/Cold Checks: Drill cards will be checked within 24 hours of planned insertion.
5. Safety/Training Time Outs. All training team members are responsible for the safe conduct of training. Take appropriate actions to prevent personnel or equipment from being placed in a hazardous situation.
    a. SAFETY TIME OUT. Anyone may call a SAFETY TIME OUT whenever an unsafe condition is observed. All safety time outs will be reported via the individual training team leader to the ITT leader. Only the ITT Leader may resume training once the unsafe conditions has been corrected.
    b. TRAINING TIME OUT. A TRAINING TIME OUT may be requested by any training team member and granted only by the training team leader once obtaining permission from the ITT Leader. Training time outs should only be used when a watch stander's action or non-action will impede the scenario or training of other watch standers.
6. Expected immediate and controlling actions:
    a. Battle Order Requirements: All responses/actions will be IAW the CO's Battle Orders. All equipment will be initially setup IAW the Battle Orders and ship class Combat Systems Techniques and Procedures (CSTP) and modified as directed by the TAO, OOD, CSOOW, & EOOW.
    b. Actual Casualties: Actual casualties will be reported using the phrase "Actual Casualty." Individual training team leaders will evaluate the impact of the casualty and report it to the ITT Leader. Watch standers will take appropriate actions to control the casualty, and training team members will monitor watch standers actions and assist as required.

Training Objectives: ("Training Objectives" are the desired outcome of the training event: i. e., "To improve internal communications during NSFS," or "to be able to anchor the ship within 25 yards of the intended position"; not the tasks to be performed to get there.)"

Certification Criteria Addressed: (from the Certification Criteria tab for each missino warfare area and core competency)

TSDG Overview:

1. Tactical scenario description:

2. Key casualties and evolutions to be imposed during the scenario: (Note: Items marked (R) are restorable)
    a. Pre-selected Casualty Control Exercise (CCE) Drill Guides:
(Note: ITT/TT select CCE drill guides from ship's CCE library to achieve desired cause and effect.)
    b. Key evolutions:

3. Authorized simulations:
    a. Specify live or simulated services.

                                                           SIMULATED

          ACTUAL
Operating Area:
DLRP:
Chart requirements:
Environmental information:
-Time of day:
-Wind direction/speed:
-Air temp:
-Visibility:
Ships PIM:
POSIT:
Special operating orders in effect:

Figure 3-1-1 Tactical Scenario Exercise Drill Guide

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Equipment OOC:
Plant Status:
Repair parts status:
a.  EMCON:
b.  Flight Deck Readiness  Status
c.  ROE:

4.  Special Notes:
a.  SCENARIO SETUP: (Note:  Use the ATGLANT/PAC Maintenance and Unit Level Training Phases scenario
    book; otherwise ITT/TT develop OR   download from ATG Website.
b.  Individual Training Team Timeline notes (each Training Team will use the ITT Timeline to script the
    details for their specific area of responsibility).
(1) ITT
(2) CSTT
(3) ETT
(4) DCTT
(5) MTT
(6) STT
(7) FPTT
(8) ATT

c.  Communications Plan:
    (1) Internal:
    (2) External:
    (3) Problem Control:
d.  Condition of Readiness:
Threat Warning/Weapon Control status:
            SIMULATED               ACTUAL
AW  =
SUW =
USW =
C2W =

e.  Weapons Postures:
            SIMULATED               ACTUAL
AW  =
SUW =
USW =

f.  Disclosure Methods:
g.  Casualty insertion procedures:
h.  TSDG Brief: Conduct briefs and safety walk through IAW SURFORTRAMAN.
i.  Debrief/Data Collection:
    (1)     Conduct Debriefs IAW SURFORTRAMAN.
    (2)     Make administrative reports and process training records IAW SURFTRAMAN.
    (3)     Use the ATG provided OBT database to prepare data collection sheets keyed to the TO/Task
            listed below.
    (4)     Collect data for tracking TYCOM Certification completion while in Maintenance and Unit
         Level Training Phases and to
            support TRMNS reporting during the FRTP.
    (5)     QA data collected and enter into ship's master OBT database.
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Cause and Effect Matrix for Scenario Integration:

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Notes:
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Timeline Event	Desired Effect	Cause	Tactical Impact

Tasks/Terminal Objectives: Warfare area core competency objectives and tasks (unit, watchteam, and/or watch station) to be accomplished:

_____	_____	_____
Cold Checked	Hot Checked	CO Approval
Sign/Date	Sign/Date	Sign/Date

Drill ID:	Date:	Change #:	Page ___ of ____

Figure 3-1-1 Tactical Scenario Exercise Drill Guide (Cont.)

INTEGRATED TEAM TRAINING PACKAGE

Time	ITT	CSTT	DCTT	ETT	STT	MED
-150	ITT Brief					
-120	Training team briefs					
-90	Safety walk through					
-60	Configure ship for scenario/ tactical situation	Tactical CIC brief			Brief Bridge Team	
-45	Report safety discrepancies	Brief TACSIT to watch teams	Brief TACSIT to watch teams	Brief TACSIT to watch teams	Brief TACSIT to watch teams	Brief TACSIT to watch teams
-15	Brief scenario to crew over IMC. Report correction of safety discrepancies to ITT team leader				Time Check IMC	
COMEX	Ship has entered minefield. Ship goes to General Quarters				Lookout reports mine starboard side	
+7	ZEBRA set					
+10	Commence ZEBRA checks					
+30	Hit "A" (Mine hit FR 174 starboard); Track 3001; ASCM attack	Loss of power to SQS-53 and MT 51, Loss of power to IVCS (fwd); Loss of power to SQS 53 CLNG Skid.	Class A fire upper forward berthing; flooding lower forward berthing. Pipe patching/ shoring Main 1 (must include progressive damage if fire/flooding boundaries not set/ maintained in ___ minutes after hit A.	Class C fire in #1 SWBD; Loss of lube oil MRG #1, Class B fire GTM 1B Main 1.		
+35	Hit "B" Seersucker 03, 03 level, FR 330 portside, MT 21/22 lose power to MK 16 GFC SWBD (Loss of synch reference Mt 51 and 52, manual patch of SA-2112 (Red), Loss of SPS 55 video, Loss of power to HF XMTR, Loss of TADIXS/ OTCIXS, Loss of 400 hz in radio	Loss of aft SPY (Loss of cooling), Fire spread to Repair V, (Progressive damage plan also required.)	Class "A" fire HCO Tower/ AV gear, Main bearing BHD seal leak Main 2	GTM High vibration shutdown, Fire in Main 2, Ship will go DI.W.		Mine watch - Sucking chest wound, Aft L/O leg fracture, BMOW, QMOW, SMOW - BBD, Helm - 1 AB wound, 4 facial & upper body lacerations; helo hanger 1 scalp laceration, 1 smoke inhalation; alt CSOW & Repair 4 RR5, Elec Shock, RR5 Net R/T & plugman, arm laceration, boundary- man leg laceration, RR2#1 hoseman facial burn, #2 hoseman smoke inhalation

Figure 3-1-2 SAMPLE INTEGRATED TRAINING TEAM DRILL PLAN

Casualty Control Exercise Drill Guide Title	Drill ID
(Common noun name of casualty)	*(EOCC/CSOSS ID name/number)*

References: *(List applicable EOP/EOCC/CSOSS procedures used to control casualty and restore system/equipment. List technical manuals, if applicable.*

Objectives: *(List training/evaluation objectives to be met during drill.)*

Safety Precautions: *(List general and drill specific safety precautions to be followed during the drill.)*
  1. Forces Afloat comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19 (series).

Symptoms, Causes and ETR:

  1. <u>Symptoms:</u> *(List equipment/system alarms, parameters and indications expected to be observed by the watchstander/technician.)*

  2. <u>Cause(s):</u> *(List cause(s) of casualty to match previously given symptoms.)*

  3. <u>ETR:</u> *(list ETR for applicable cause of casualty.)*

Description of Procedure:

<u>Method of Casualty Insertion:</u> *(List here the specific procedures required to impose the simulated casualty. Training team members' actions are also described.)*

<u>Watchstander/Technician Expected Actions:</u> *(List watchstander/technician expected actions in order to assist training team personnel.)*

CODE:	DATE:	CHG:	PAGE 1 OF 2

Figure 3-1-3 SAMPLE CASUALTY CONTROL EXERCISE DRILL GUIDE

Expected Possible Effects: *(List equipment affected and possible plant/system configurations after watchstander/technician actions are completed.)*

Authorized Simulations: *(List command approved simulations applicable to this drill.)*

Drill/Equipment Recovery Procedures: *(List procedures expected for equipment/system restoration and limitations on operations if recovery will be limited.)*

_____   _____
  _____
Sign/Date   Sign/Date   Sign/Date
(COLD CHECKED)   (HOT CHECKED)   (CO APPROVAL)

CODE:	DATE:	CHG:	PAGE 1 OF 2

Figure 3-1-3 (Cont.) SAMPLE CASUALTY CONTROL EXERCISE DRILL GUIDE

Date:_____

1. Watch Section _____

2. _____Training Area Assignments:

 Name: Position:

3. The drill coordinator will muster the team at _____. The team will be briefed on standard safety precautions and the following drills will be conducted between _____ and _____.

 Drill Scheduled: Space: Watch Qual Level

4. The following unusual circumstances exist:

_____   _____
Team Leader   Commanding Officer

Figure 3-1-4 SAMPLE TRAINING TEAM DRILL PLAN

and type of flight operations, etc., if applicable. The drill plan must consider overall objectives of the training period - is it to exercise the whole ship as an integrated weapon system or to concentrate on a functional area? Is it for training or evaluation of watchstanders?

3111. **Pre-Briefings.** As in any major shipboard evolution where accomplishing actions in remote spaces by many participants must be coordinated, an advanced briefing for the training team members is mandatory. Additionally, the watch team must be informed that a training period is planned, including any relevant information concerning the conduct of drills, safety concerns, degraded equipment, etc. Minimally, each briefing shall contain the following elements:

    a. Equipment condition at the start of the training and at the beginning of each drill.

    b. Drill sequencing and uniform time line if more than one training team is involved.

    c. Drill coordination details, such as primary or alternate team coordination circuits.

    d. Procedures for reporting or handling actual casualties and safety issues.

    e. Degree of team involvement (e.g., walk-through training evolutions or evaluation type drills).

    f. For each individual drill, the following items shall be discussed:

        (1) Training/evaluation mode

            (a) Training mode: Watchstanders may be relatively unfamiliar with the watch team/station requirements. Prompting and instruction may be necessary.

            (b) Evaluation mode: Training has progressed to the point that the watch team/station is proficient. Therefore, prompting and instruction should not be required. The entire evolution is, by definition, an evaluation.

        (2) Brief description of the drill.

        (3) Identification of initiator and method(s) of implementation.

        (4) Identification of evaluators and responsibilities.

        (5) Cautions to be observed.

        (6) Simulations to be imposed.

        (7) Identification of training objectives.

        (8) Roles for safety observers and special safety considerations particular to the drill identified using the ORM process.

        (9) Safety/Training Time Outs. Procedures providing a means for freezing the drill:

            a. Training time-out: An interruption for watch team/station instruction. This may impact the overall scenario timeline. Training time-out should not be called when prompting can accomplish the desired affect.

b. Safety time-out: An interruption to avoid injury to personnel or damage to equipment.

g. Flight plan to include number of aircraft involved (if applicable). When a drill involves actual flight operations the team leader or team coordinator will pre-brief the drill to the aircrew prior to drill initiation. When supporting aircraft; e.g., P-3 MPA, are incorporated in the exercise, the team leader will ensure that the required pre-exercise message is sent and aircraft check-in is accomplished.

h. This briefing is an interactive procedure where problems, procedural differences, and misconceptions must be resolved. No member should leave the brief with the slightest doubt concerning any procedure that might occur.

i. Figure 3-1-5 contains a sample list of prebriefing considerations for a variety of possible training events. Team leaders should select those elements that apply to the planned training period and structure the pre-briefing accordingly.

j. Pre-briefing for the ITT will generally be more of an executive overview rather than the detailed briefs for functional area training teams.

3112. **Debriefing and Critique.** The training effect is improved by positive and accurate feedback to the trainees. Immediate and direct feedback to a watchstander by the appropriate training team member is a valuable tool. A more comprehensive critique will emerge after the entire training team has debriefed the event. Some interactions will only be apparent to the members of the training team when this debrief has occurred. Each training team member should record a chronology of observations, e.g. accomplishment of objectives and watch team/station strengths and weaknesses. The sample checklist in Figure 3-1-6 may help structure the training period critique. A standard format is not provided due to the variety of training events, but the checklist should be useful in organizing the observations. During the team's debrief, individual observations are discussed and a composite evaluation of the training event is formed and recorded in the critique that is forwarded up the chain of command. After review, these are to be kept on file until the training event is accomplished again or all recommended corrective actions are taken, whichever occurs last. Debriefs for the ITT will generally be more of an executive overview than the detailed debriefs conducted by the functional area training teams.

3113. **Simulations.** Many operational and casualty procedures require the use of simulations. To the extent that any simulation differs from reality, however, the benefit of the training is comparably reduced. Many training actions become or should become second nature through repetition. It is extremely important that a simulation not become second nature to the trainee because of repetition. The Commanding Officer is the ultimate authority for which actions may or may not be allowed in response to casualties during training. Within those restrictions the following actions on simulations should be taken:

a. Simulations should be kept to a minimum consistent with safety of personnel and equipment/machinery.

b. Simulated disclosures, when required, should be conducted with as much realism as can be imposed in a training environment. Examples are artificially created sound, vibration, smell, or sight signals.

c. During casualty training, the trainee should be trained to take all actions required in the ship's standard procedures. The training team shall control all simulations and the resultant action of participants. This places the full and complete responsibility for control of the drill upon the training team. For example, actual firefighting agents shall not be discharged unless directed by the training team.

3114. **Shipboard Training Team Course**. The Shipboard Training Team (SBTT) course, conducted by ATG, is designed to primarily work with the ship's ITT although training modules for each training team are available. In general, the SBTT provides information on watch team and watch stander training, drill guide/drill plan development, briefing/debriefing, scenario/timeline development, self-assessment, team dimensional/team building skills training and use of ATG products throughout the Maintenance and Unit Level Training Phases. Ships are encouraged to tailor the SBTT to fit their individual needs. A complete discussion of the Maintenance and Unit Level Training Phases tactical scenario book and how to use the scenario products during CART II, TSTA, and FEP is included in the SBTT.
 The course consists of over twenty modules of information, which are described in detail on the ATGLANT

(www.atgl.spear.navy.mil) and ATGPAC (www.atgpac.navy.mil) Web Pages. The SBTT COI is optimally conducted 6-12 weeks prior to CART II and is required for the ITT leader, other training team leaders and training team personnel.

3115. **Training Team Self-Assessment.** Training team self-assessment is also an invaluable tool for improving future drill scenarios, training and evaluations. The Training Team Self Evaluation (Figure 3-1-7) is not required for every drill/exercise/scenario conducted. It should be used periodically as directed by the ITT Leader; e.g., once per quarter and prior to CART II.

3116. **Additional Training.** During the course of a drill conducted in the training mode, there may be periods of relative inactivity at various stations. The team member should use these opportunities to question participants about different aspects of the event that may not have been specifically covered by the scenario used. Causes of the casualty, actions to be taken by individual stations, use of space fire fighting equipment, rules of engagement and Commanding Officer's Battle Orders are a few examples of subjects that can be discussed. Additionally, evolution training consisting of starting, stopping and reconfiguring equipment in a non-casualty environment is available to the training teams to increase watchstander proficiency. Use of OSS, MRC or a written ship's procedure is required during all evolutions. When conducting evolution training, PQS qualified evaluators will:

    a. Evaluate the watchstander's knowledge of equipment operating parameters and configurations.

    b. Determine whether the watchstander makes appropriate reports if a problem arises while conducting an evolution.

    c. Ensure OSS, MRC or a written procedure is used to start, stop or reconfigure equipment.

    d. Evaluate combat systems watchstander and watch team level of knowledge of :

        (1) Commanding Officer's Battle Orders

        (2) Ship class Combat Systems Techniques and Procedures

        (3) Navy-wide OPTASKS and battle group OPTASKS (if applicable).

        (4) Required operational reports.

    e. Similarly in other functional areas, evaluate watchstander and watchteam level of knowledge of shipboard doctrine; e.g., CO's Standing orders, Engineer Officer's Standing Orders, Repair Party manual, etc., OSS, and general technical knowledge; e.g., NSTM series, appropriate to the functional area.

3117. **Training Assessment Program (TAP)**. In March 2004, COMNAVSURFOR initiated a pilot Training Assessment Program (TAP). This document formalizes TAP as one of the evolving metrics and milestones measured at COMNAVSURFPAC and COMNAVSURFLANT as an element of the FRP. The TAP measures post FEP continuous training effectiveness and readiness. The purpose of TAP assessments is to evaluate a ship's readiness outside the Maintenance and Unit Level Training Phases (basic phase) to better determine the amount and rate of any training degradation. This data enables CNSP/CNSL and/or ISICS to make better use of limited training resources through a process of metric validation and evaluation of training readiness. The sampling of ships selected for TAP helps to determine the proper level of resourcing to support readiness. TAP assessment results will help determine force wide training and readiness policy, improve training processes, target troublespots, and more effectively allocate valuable training resources, as well as support the fleet performance assessment program required of TYCOMS per reference ©. TAP will be conducted in accordance with procedures delineated in Appendix E.

.

PRE-BRIEF ELEMENTS - SCENARIO/DRILL CHECKLIST

1. Training event ID and duration:

2. ITT/Training Team Objective(s)

    a. Plan, build, brief, execute, assess, and debrief

    b. Training Teams in evaluation or training mode

    c. Training Team Member assignments

    d. Stand-alone, parallel, or integrated scenario

        (1) Complexity and training team integration

        (2) Watchstanders

        (3) Watch teams

    e. Warfare/Mission areas

    f. Specific training objectives

3. Scenario framework (as applicable):

    a. Geopolitical environment

    b. Physical environment

        (1) Operating area (geography)

        (2) DLRP

        (3) Chart requirements

        (4) Environmental information

        (5) Day/night

    c. Ship's PIM

    d.. Ship's mission

        (1) Task Organization

        (2) Ships in company

Figure 3-1-5 Sample Pre-brief Elements

---

        (3) Assigned aircraft status

---

(4) Specific equipment requirements, for example:

    (a) Small boats

    (b) Anchor

e. Condition of readiness

    (1) Threat Warning and Weapons Control status

    (2) Weapons Posture

    (3) ROE

    (4) EMCON

    (5) Flight deck readiness status

f. Communications Plan

    (1) Internal

    (2) External

    (3) Problem control

g. Order of Battle (OOB)

    (1) Friendly

    (2) Hostile

    (3) CCOI/COIs

    (4) Neutral forces, merchant shipping

h. OPGEN/OPTASKS/OPTASK SUPPS

i. Operational Risk Management (ORM):

    (1) Underway/inport/at anchor

    (2) Casualty Control Drills

       (a) EOP/EOCC specific considerations

       (b) CSOSS specific considerations

       (c) Risk Assessment Codes (RAC)

Figure 3-1-5 (Cont.) Sample Pre-brief Elements

j. Plant and equipment status:

    (1) Special operating orders in effect.

    (2) Equipment OOC list

    (3) Minimum equipment requirements

    (4) Specific equipment/system material status

    (5) Required plant conditions

    (6) Final plant conditions

k. Safety considerations:

    (1) Space walk-through and discrepancies noted during pre-drill inspection (Note: Pre-drill/exercise/ evolution discrepancies must be corrected prior to commencing the drill)

    (2) Heat stress/stay time

    (3) Hot/cold checks

4. Timeline information:

a. Extent of freeplay

    (1) Who controls the timeline and what circumstances will be permitted to modify the timeline.

b. Disclosure methods

c. Casualty insertion procedures

    (1) Symptoms, indications

d. Embedded training devices to be used.

e. Authorized deviations (alteration from an approved, cold/hot checked drill).

f. Simulations approved for this drill.

g. Spaces and equipment to be affected by casualty control drills:

    (1) Engineering

    (2) Combat Systems

Figure 3-1-5 (Cont.) Sample Pre-brief Elements

(3) Damage Control

(4) Deck

h. Miscellaneous:

(1) Potential risk areas

(a) Possible effects on the plant

(b) Electrical plant control

(c) Possible effects on combat systems

(d) Possible effects on deck gear

(2) Expected immediate and controlling actions

(a) Battle Order requirements

(3) What to do for actual casualties

(4) Underway maneuvering requirements

5. Lessons learned and review of last time this scenario/drill was used.

a. Previous drill weaknesses.

b. Areas of concern

Note: When conducting a single training team evolution for a drill that is not complex, some of the prebrief items listed above may not be required. The ITT or senior training team member should specify those that may be omitted.

Figure 3-1-5 (Cont.) Sample Pre-brief Elements

TRAINING TEAM DEBRIEF/CRITIQUE CHECKLIST

1. Date/time

2. Drill/Evolution/Exercise

3. Watchstander/Section/Special Detail

4 Drill/Exercise/Evolution Evaluation:

     a. Ability/Level of Knowledge of Watchstander/Watch Team/Special Detail/ UNREP/ Anchor/ Navigation/ Helo Crash Team, etc.) to accomplish drill/exercise/evolution.

     b. Actions:

         (1) Immediate:

         (2) Controlling:

     c. Communications:

     d. ORM Considerations:

     e. Deficiencies:

         (1) Material:

         (2) Documentation:

         (3) Procedures:

             (a) Contrary to EOP/EOCC/CSOSS:

             (b) Contrary to other documents:

     f. Training Team Evaluation:

     g. Objectives not demonstrated:

     h. Recommendations:

5. Overall Evaluation:

     a. Evaluator

6. Review: TT Leader/Division Officer./Department Head /ITT Leader/XO/CO

Note: Multiple exercises/evolutions accomplished by one watch team or watch section may be summarized on one critique form.

Figure 3-1-6, Training Team Debrief/Critique Checklist

Training Team Self Evaluation

Team Name:_____

Yes/No/NA

Exercise Planning, Preparation and Readiness:

1. Was exercise package tailored to specific tactical training objectives or casualty control goals?   _____

2. Did drill guides make use of embedded training systems and OBTs to provide maximum realism?   _____

3. Were casualty control drill guides "cold checked" and verified to be current?   _____

4. Were applicable embedded training systems and OBTs used?   _____

5. Were training team members PQS/JQR qualified to observe the watch stations being evaluated?   _____

6. Was the exercise plan approved by the Commanding Officer?   _____

Exercise Prebriefings:

1. Was an exercise brief for assigned training team members conducted?   _____

2. Did it include:

    a. Safety considerations/ORM/RAC?   _____

    b. Use of embedded trainers/OBTs?   _____

    c. Simulations and deviations?   _____

    d. Feedback from previous exercise?   _____

    e. Review of team assignments and responsibilities?   _____

    f. Review of evaluation sheets?   _____

    g. Discussion of required resources/services (equipment, power, chilled water, gyro, etc.) scheduled/ available?   _____

    h. Discussion of communications requirements?   _____

    i. Identification of training team communications requirements?   _____

Figure 3-1-7 Training Team Self Evaluation

    j. Discussion of exercise disclosure and timing?   _____

      k. Discussion of casualty insertion and timing?   _____

      l. Include exercise timeline or schedule of events?   _____

3. Was an exercise brief conducted for all watch team members being trained?   _____

4. Did it include:

      a. Safety considerations/ORM/RAC?   _____

      b. Coordination requirements?   _____

      c. Exercise simulations?   _____

Exercise Conduct and Evaluation:

1. Did the team leader manage and control the exercise?   _____

2. Were training time-outs called, if required and appropriate?   _____

3. Were safety procedures observed and enforced?   _____

4. Did training team members recognize and correct any unsafe conditions before personnel
 injury or equipment casualties occurred?   _____

5. Were coordination and internal communications sufficient to support exercise objectives?   _____

6. Did evaluators:

      a. Arrive on station before exercise COMEX and conduct required exercise checks
and a safety walk-through?   _____

      b. Observe and evaluate all factors in drill guides and on evaluation sheets?   _____

      c. Provide only minimum prompting to prevent disruption of the exercise?   _____

      d. Verbally question watchstanders if appropriate to the mode in which the exercise
was conducted?   _____

      e. Take time lines / record all significant events and not just deficiencies?   _____

7. Did training team safely rig simulations or alter equipment/system configurations to
achieve objectives?   _____

8. Were safety observers stationed, if required?   _____

9. Were exercise objectives achieved?   _____

Figure 3-1-7 (Cont.) Training Team Self Evaluation

Exercise Debrief: _____

1. Was a post-exercise debrief conducted with the use of primary references? _____

2. Was a watch station debrief conducted? _____

3. Was the watch section debriefed? _____

4. Were safety violations and deviations from doctrine addressed? _____

5. Did evaluators assist in the post exercise debrief? _____

6. Were completed evaluation sheets and exercise comments forwarded to the
Commanding Officer? _____

7. Were exercise results posted in such a manner; e.g., night order book, LAN, etc.,
such that all the watch sections might benefit? _____

Watch Team Self Evaluation:

1. Did the watch team internally update and pass key information? _____

2. Did the watch team self-correct mistakes? _____

3. Were the watch team's communications clear, concise and in the correct phraseology? _____

4. Was watch team leadership effective? _____

Training Team Self Evaluation:

1. Was the training team supervision and control of the exercise effective? _____

2. Were recommendations generated in the exercise critique implemented? _____

Comments:

Figure 3-1-7 (Cont.) Training Team Self Evaluation

CHAPTER 4

SHIPBOARD TRAINING ADMINISTRATION

SECTION 1

GENERAL

Ref: (a) COMNAVSURFORINST 3540.3 (Engineering Department Organization Manual)
       (b) COMNAVSURFLANTINST 5400.1E/COMNAVSURFPACINST 5400.1G (Force Regulations)
       (c) OPNAVINST 3120.32C (Standard Organization and Regulations of the U.S. Navy)
       (d) OPNAVINST 1500.22E (General Military Training(GMT) and Navy Military Training (NMT))
       (e) OPNAVINST 5100.23E (Navy Occupational Safety and Health (NAVOSH) Program Manual)
       (f) SECNAVINST 5510.30A (DON Personnel Security Program Regulation)
       (g) SECNAVINST 5510.36 (DON Information Security Program Regulation)
       (h) OPNAVINST 5530.14C (Navy Physical Security)
       (i) COMNAVSURFPACINST 3501.2G/COMNAVSURFLANTINST 3500.7D (Status of Resources
       and Training System (SORTS) Readiness Reporting)

4101. **General**. The purpose of the shipboard training program is to organize individual and team training to achieve the optimal level of continuous training readiness efficiently and effectively throughout the FRTP. To achieve this objective, administration of the shipboard training program must include the following basic training elements:

    a. Functional training for:

        (1) Equipment/system operation.

        (2) Equipment/system maintenance.

        (3) Watchstander/watch station training (inport and at sea watches). Such training should include both initial qualification and proficiency training to maintain watchstander qualifications.

        (4) Team training for subsystem operation and single and multiple mission area employment for the unit.

        (5) Tactical training for officers and enlisted personnel.

        (6) Damage control training for all hands per reference (a).

    b. Administrative training for:

        (1) Personnel indoctrination of newly reporting individuals per references (b) and (c).

        (2) General Military Training (GMT) and Navy Military Training (NMT) per reference (d).

        (3) Safety training per references (c) and (e).

        (4) Information and physical security training per references (f), (g), and (h).

4102. **Duties and Responsibilities**. Guidelines for establishing the unit training organization and responsibilities of individual billets are provided in reference (c). Additional billet duties and responsibilities are as follows:

a. <u>Commanding Officer</u>:

    (1) Establish training policy.

        (a) Set training goals and objectives.

        (b) Set training priorities.

    (2) Review departmental progress and overall attainment of training goals.

    (3) Certify watchstander qualification for CDO, OOD (Underway), TAO and EOOW.

b. <u>Executive Officer</u>:

    (1) Develop and implement training system audit program.

    (2) Ensure ship Planning Board for Training (PBFT) schedules and conducts training to achieve the command's training policy.

    (3) Act as Integrated Training Team (ITT) Leader.

    (4) Act as Damage Control Team (DCTT) Leader.

c. <u>Senior Watch Officer</u>:

    (1) Manage officer training program.

    (2) Manage bridge and quarterdeck watch team training program.

d. <u>Training Officer</u>:

    (1) Train supervisors in mechanics of running departmental and divisional training.

    (2) Report status of training (SORTS) per reference (i).

    (3) Maintain liaison with the ATG TLO and advise the PBFT on training assets available.

    (4) Maintain NTMPS accounts.

e. <u>Department Heads</u>:

    (1) Maintain a list of departmental training events required by higher authority (a computer training database or updated ship's TRMS file should fulfill this requirement).

    (2) Maintain record of required school graduates and assign timely reliefs for schooling.

f. <u>Afloat TRMS TRNGREP Manager</u>:

    (1) Maintain accurate TRMS exercise catalog.

    (2) Maintain liaison with TYCOM TRMS TRAREP Coordinator.

4103. **Personnel Qualification Programs**. As prescribed in reference (c), accomplishment of Personnel Qualification Standards (PQS) for assigned duties, watch stations, 3-M, and General Damage Control is the minimum acceptable level of individual training within the Surface Forces. Satisfactory progress in PQS is a mandatory requirement for obtaining the commanding officer's recommendation for advancement in rate.

4104. **Training Records**. Shipboard training records should serve the following functions:

a. Assist in the planning of meaningful and productive lectures, seminars, examinations, drills, evolutions and exercises.

b. Provide feedback to the chain of command on the quality of training conducted.

c. Minimize repetition of errors in drills, exercises, and evolutions.

d. Periodically monitor individual and team performance in drills or observed evolutions.

e. Provide information that can be meaningfully reviewed to evaluate command training methodology.

4105. **Required Schools Master List**. The training officer should develop and maintain a consolidated Required Schools Master List. This listing should include all the "school-house" course requirements necessary to meet the ship's Navy Officer Billet Code (NOBC) and Navy Enlisted Classification (NEC) requirements as well as the Type Commander's required schools listed in NTMPS. Additionally, the master list should include on-board school graduates, their respective PRDs, and prospective gains. From this consolidated listing of required schools the commanding officer can readily identify existing and projected shortfalls and initiate timely remedial actions.

4106. **Training Record Administration and Retention.** Chapter 8 of reference (c) contains some examples of administrative forms, and individual supervisors may develop their own personal management tools, but it is recommended that the number of forms and documents be kept to an absolute minimum. The records required by this instruction will suffice in all but the most unusual circumstances. Only training records and plans used for the current training cycle need be retained. The only records required by the Type Commander are:

a. Long Range Training Plan - at least one for the command.

b. Required Schools List - best included as part of the LRTP.

c. Short Range Training Schedule - at least one per command, but most departments will probably need to issue their own.

d. Record of Drills, Completed Training, and Supervised Evolution. Records must be kept on the date and nature of operational training afforded each watch team.

e. Approved Drill Plans. Drill plans, approved by the Commanding Officer, should be annotated to the degree the training was accomplished

f. Training Critiques. Critiques of training events will be forwarded via the chain of command to Commanding Officer. If the training is a TRMS reportable exercise, submit input to the ship's TRNGREP (Chapter 4, Section 3) in accordance with internal procedures.

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SECTION 2

TRAINING READINESS REPORTING GUIDELINES

Ref: (a) NTTP 1-03.3 (Status of Resources and Training System Joint Report-Navy   (SORTSREPNV)
      (b) COMNAVSURFPACINST 3501.2G/COMNAVSURFLANTINST 3500.7D (SORTS Readiness
          Reporting)

4201. **General**. SORTS readiness reporting is as directed in references (a) and (b). Articles 4204 -4207 below discuss the methodology by which mission area readiness ratings are determined.

4202. **SORTS Training Readiness Reporting**. Appendix A of this manual contains a comprehensive training exercise syllabus for each ship type that summarizes, by mission area, all capabilities a ship is expected to demonstrate during the standard training and readiness cycle. Appendix C contains Type Commander pre-approved exercise equivalencies.

4203. **Definitions**

a. TRMS - TYCOM Readiness Management System (TRMS). TRMS facilitates data base record keeping aboard ship and attendant training readiness reporting. Operator manuals provide detailed information for system implementation and operation. Some capabilities of TRMS are:

(1) A 12-digit exercise code field.

(2) Speed search of exercise codes.

(3) Automatic dual reporting of related line items.

(4) Direct readout of the effect of "caps" on mission area readiness.

(5) A "reconcile differences" option in the ship software base, which allows for periodic updates from TYCOM.

(6) Production of a formatted TRNGREP message.

b. TRNGREP - Training Report, is a message report of completion of training exercises and other reportable readiness evolutions and inspections. This message updates the readiness database within the Readiness Module of TRMS.

4204. **Training M-Ratings.** A satisfactorily completed exercise reported by TRNGREP is reflected as M1, with the effective date being the date the evolution was completed. TRMS will automatically downgrade the exercise sequentially to M2, M3 and M4 by the specific schedule set for that exercise in Appendix A. Using the calculation described in Article 4303.b, TRMS will generate a training readiness rating for each mission area based on overall exercise status in that area.

4205. **Initial Work-up**. A ship completing overhaul or a major maintenance availability of six months or longer, or a newly commissioned ship will normally have all of the training syllabus to complete, i.e. all required exercises will be reflected as M4 in TRMS. Ships are encouraged to report training that is accomplished during overhaul by TRNGREP. As exercises and other evolutions are successfully completed and reported by TRNGREP, their M-rating will go to M1 and will remain at M1 until the "clock" expires or until specifically changed. The result of incrementally completing the syllabus is a steady rise in M-ratings until M1 in each mission area is achieved.

4206. **Equivalencies**. Many unit operations, though not explicitly and formally structured for syllabus training, provide the same or similar training opportunities as the regular syllabus exercise requirements. The use of organic

training devices such as BFTT and others provide excellent opportunities to satisfy training requirements without utilizing scarce off-ship resources. Additionally, a ship progressing through the training work-up of the tailored syllabus may consider that a required evolution need not be conducted because the skills normally acquired during that training evolution have already been satisfactorily demonstrated in some other portion of the training. FXP exercise descriptions are general in nature and not tailored to specific ship classes. An equivalency may be granted when the objective of the exercise is essentially fulfilled even if some element of the exercise is not accomplished or is beyond an individual unit's capability. Authority to grant equivalencies is vested in the ISIC and applies to all exercises except actual weapon firings (except as noted in subparagraphs (d) and (e) of this article). The following considerations apply to requests for granting of equivalencies:

a. Certain evolutions such as team trainers and off ship training assessment should be considered in the following context:

(1) Negligible personnel/key team member turnover since last completion of the evolution.

(2) Recent unit operations have exercised a specific warfare mission area/team skill such that the trainer is not considered necessary.

(3) Operational commitments may also preclude use of a specific team trainer but use of outside training assistance (e.g., ATG observers, ISIC staff, etc.) for on board reinforcement of team skills is sufficient to satisfy the exercise objective.

b. Appendix C contains detailed guidance on pre-approved equivalencies for shore-based/on board/embedded trainers and selected training vans.

c. Upon ISIC approval, the ship will report the evolution as an unscored equivalent by TRNGREP. Although claiming equivalencies can benefit the unit by acknowledging training benefits received not in an operational environment, equivalencies should be used cautiously and, when approved and reported, should be based on a deliberate evaluation that the training exercise in question is adequately represented by the equivalency and that the objectives of the exercise were essentially met.

d. Equivalencies for AW-11A/11C/27-SF may be obtained for Combat System Ship Qualification Trials (CSSQT) (also known as Post Delivery Test and Trials (PDT&T), and Post ROH Test and Trial (PRT&T), Developmental Test (DT) and Operational Test (OT) firings under the following conditions:

(1) Equivalency request, with ISIC endorsement, is received by TYCOM with sufficient advance notification to allow training and technical communities adequate preparation time to script scenarios that accommodate both test and training objectives.

(2) Tactically oriented training is provided to the crew for the firing.

(3) CSSQT/DT/OT missile firings are not solely a combat systems equipment certification or engineering test and are not beyond expected system performance.

(4) Applicable target and profile described for the exercise for which equivalency is requested are flown during the firing presentation.

(5) No safety violations occur in conducting any portion of the missile firing.

4207. **Additional Guidelines**

a. All exercises conducted under the cognizance of the ATG will be reported per the sample TRNGREP provided in Article 4304.

b. Reconciliation Data Base Validation. Periodic comparison of exercise requirements contained in the ship's Reconciliation Databases (RDB's) with the exercise requirements contained in Appendix A of this manual is necessary to ensure accuracy in training readiness reporting. Prior to CART II, all ships will conduct an audit of their database with the SURFORTRAMAN and submit a Feedback Report in accordance with Article 1402 to correct database errors.

c. Reporting C5.

(1) Units may report C-5 OVERALL when ammunition is off-loaded for category 1 or category 3 activities. (Category 1 or 3 Current Activity and Employment Codes must be used.) Units qualifying for C5 OVERALL will continue to report all resource and mission areas (C/M-1 through 4) in accordance with the instruction in NTTP 1-03.3 revision A.

(A) Other eligible activities in which a unit may report C5 OVERALL include
- Category 4 activities PREINACT and PREOVHL
- Category 16 activities FRPTNG or TRANSFLTNG
- Category 26 activities DECOMM and INACT

(2) Units in a category 3 activity will report OVERALL C5 with projected status and date. All mission and resource lines must be C1/M1 through C4/M4 with degradation reason codes.

(3) Reporting OVERALL C5 status will only be permitted during actual category 1 or 3 activity dates..

4208. **Capping**

(1) The computation of the mission area readiness factor is based solely on satisfactory completion of a percentage of a unit's mission area exercise syllabus. All exercises/evolutions in the syllabus are weighted equally. Due to this structuring, overall percentages often do not give a true indication of actual combat readiness. Therefore certain critical standards have been selected so that a degraded readiness will be indicated unless proficiency in these selected events is demonstrated. Failure to conduct one of these events will override the normal C/M-rating computation process. These overrides act as a "cap" on the SORTS reported training resource element regardless of the numerical rating indicated in a unit's TRMS database. The TRMS program will automatically impose these CAPS if required criteria are not satisfied.

(2) Reference (a) states that, "the failure of a major inspection…will result in an initial status category of 4 for appropriate mission area, and an initial category of 4 in the training and/or equipment resource area as appropriate." The ISIC should ensure that the readiness reflected for a particular primary mission area is consistent with the ship's performance in related inspections/evolutions.

(3) TRMS will be used to report and track all mission area certifications. Each mission area certification will be listed as a separate reportable event and annotated in TRMS with a C denoting a cap assigned to that event. At 3 months prior to the expiration of the certification the M-Rating will be capped at M2. Upon expiration of certification the Training M-Rating will be capped at M-3, regardless of M-Ratings for the rest of the exercise completions in that mission area.

Mission Area Caps

    a. <u>AMW</u>. AMW readiness is dependent upon participation in two critical sequential training events: Amphibious warfare specialty training (individual ship training) and then participation in an amphibious exercise (multi-ship training). CRUDES AMW readiness is dependent upon completion of NSFS qualification/ requalification.

        (1) For CRUDES units, M-4 cap for failure or expired NSFS qualification (FIREX-I)/ requalification (FIREX-II), including newly commissioned ships which have not completed initial qualification, if AMW is a primary mission area.

        (2) M-3 cap for failure to complete Amphibious Specialty Training Phase 1in the case of amphibious units.

        (3) M-2 cap for failure to complete Amphibious Specialty Training Phase 2 or non-participation in a multi-ship amphibious exercise prior to scheduled deployment. .Cap limitation will be cleared upon completion of first multi-ship amphibious exercise during deployment.

        (4) Resume normal reporting upon clearing of the capping limitation

    b. <u>AW</u>. See figure B-1 for AW mission area M-rating flow chart.

        (1) M2 if self defense or air defense gun system (MK15, MK45 OR MK75) not fired within last 90 days (no specific exercise is required, PACFIRE IAW PMS will suffice).

        (2) M2 if no live air tracking conducted within last 90 days (no specific exercise or dedicated services required, tracking targets of opportunity will suffice).

        (3) M3 if both aforementioned M2 caps apply.

        (4) Resume normal reporting upon clearing of capping limitation.

    c. <u>C2W</u>

        (1) M2 cap if ESM detection and analysis exercise (C2W-2-SF) not conducted with <u>live</u> services in the last six months.

        (2) M2 cap if live chaff firing exercise (C2W-11-SF) is not conducted during the IDC.

        (3) M2 cap if EW Assessment examination (C2W-14-SF) is not completed and/or a shipboard average of 70% is not achieved.

        (4) M2 cap if ship scores below 80% on CT Qualification Assessment Examination.

        (5) Resume normal reporting upon clearing of the capping limitation.

    d. <u>CCC and MOB</u>

        (1) M2 cap if ship is not underway overnight in the last 30 days.

        (2) M3 cap if ship is not underway overnight in the last 60 days.

        (3) M3 cap if ISIC NAV Assessment has not been conducted in the last 18 months.

(4) Resume normal reporting upon clearing of the capping limitation.

(5) M2 cap if MOB-D-15-SF is not within 6-month periodicity.

e. <u>MIW</u>. MIW readiness is dependent upon meeting MIW and integrated MCM exercise requirements involving SMCM, AMCM, and EOD MCM assets.   Reference (a) contains additional guidance.

(1) M3 cap for non-participation in a RONEX; or for FDNF: FOAL EAGLE or MINEX.

(2) M4 cap for failure to complete MIW assessment.   Reference (a) pertains.

(3) Resume normal reporting upon clearing of the capping limitation. Successful participation in one of the exercises listed in subparagraph (1) will remove the M3 or M4 cap for a ship that has not completed MCM assessment as outlined in reference (a).

f. <u>STW</u>.

(1) M-4 cap for failed or expired Cruise Missile Tactical Qualification including newly converted/commissioned ships that have not completed initial qualification.

g. <u>SUW</u>

(1) M2 cap if no live firing with ship's main gun battery in the last 90 days. (No specific exercise is required. PACFIRE IAW PMS will suffice.)

(2) M3 cap for failure or expiration of Cruise Missile Tactical Qualification, including newly converted/commissioned ships that have not completed initial qualification.

(3) Resume normal reporting upon clearing of the capping limitation.

h. <u>USW</u>

(1) M2 cap if no <u>live</u> active/passive contact, as defined in paragraph 4305.a.(2) and Figure 5.2.1, in the last 90 days.

(2) M2 cap if the ASW-24-SF, LAMPS Attack Operations, has not been conducted in the last 12 months

(3) M2 cap if the ASW-18 SF, SVTT Firing, has not been conducted in the last 6 months

(4) M3 cap if the ASW-18-SF, SVTT Firing, has not been conducted for 12 months.

(5) M2 cap if the ASW-19-SF, RTT Firing, has not been conducted in the last 24 months. (Exercise may be completed using synthetic training devices, IAW appendix B, until adequate number of exercise weapons is procured.)

(6) M3 cap overall in USW Warfare if any two or more of the above caps are applicable

(7) Resume normal reporting upon clearing of the capping limitation.

Inspection/Evolution/Certification Caps. Reference (b) states that the failure of a major inspection will result in an initial M-rating of M4 for the appropriate mission area. As equipment and training deficiencies are corrected, mission and resource area status should be upgraded as appropriate.

   a. For Restricted Operations (RO), as described in reference (c) for level of knowledge, fire fighting (training related), or operations failure: M4 in MOB mission area. Ships will retain the M4 cap until ISIC certifies ship for unrestricted operations.

   b. For failure to perform OCSOT/AAW Detect-to-Engagement:

      (1) M4 in any mission area evaluated Unsatisfactory.

      (2) Resume normal reporting upon satisfactory completion of OCSOT/AAW Detect-to-Engagement.

   c. For failure to complete MIW evaluation:

      (1) M4 cap in MIW.

      (2) Resume normal reporting upon successful completion of subsequent reinspection or reevaluation of failed areas.

   d.   For failure to maintain periodicity on mission area Warfare Certifications:

      (1)   M-**2** in applicable mission area at three months prior to expiration of certification.

      (2)   If certification expires, report M3 in applicable mission area.

      (3) Continue to report completion of other exercises.

In each of the above situations, the ship will continue normal TRNGREP reporting. It will make appropriate SORTS changes as occurring, provided those changes result in the mission area being at the capped level or at a lower M-rating. If the normal computation procedure makes the M-rating higher than the capped level, the capped level will be used for SORTS reporting purposes. If the normal computation procedure makes the M-rating lower than the capped level, the lower rating will be used. Reporting caps apply regardless of the training phase in which the ship is operating. In reporting capped mission area, the following reason codes will be assigned in Part I with amplifying Part II comments:

      TIP - For cap due to inspection failure.
      THH - For cap due to incomplete firing or proficiency test.
      THF - For cap due to failed firing or proficiency test.
      TZZ - For any other training-related cap.

For example, a CG 47 class ship that has completed 86% of its AW training requirements (M1 training level), but has conducted only one of two required missile exercises, is capped at M3. The ship must use M3 for AW training (in SORTS computations) and report "THH" as the reason code. If the ship's training exercise percentage was 54.9% or below, the ship would be required to use M4 for training in SORTS calculations.

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SECTION 3

TRAINING READINESS REPORTING SYSTEM

Ref: (a) NTTP 1-03.3 (Status of Resources and Training System Joint Report-Navy (SORTSREPNV))
        (b) COMNAVSURFPACINST 3501.2G/ COMNAVSURFLANTINST 3500.7E (SORTS
            Readiness Reporting)

4301. **General**. References (a) and (b) provide the basic guidance for submission of Part I and Part II SORTS data. This section describes the Type Commander's training readiness reporting system, and provides guidance on the preparation and submission of reports of training exercise and inspection completion. Ultimately, training readiness C/M-ratings reported by SORTS are determined by Training Report (TRNGREP) messages submitted by individual units and compiled in TRMS.

4302. **TYCOM Readiness Management System (TRMS)**. The Readiness Module of TRMS supports the Type Commander by providing up-to-date statistical training readiness and other data used at the headquarters daily.

        a. TRMS provides an on-line automated system for processing information essential to unit training readiness management. The database in the Readiness Module is comprised of individual unit exercise requirements from Appendix A, "cap" items from Section Two , as well as other training evolution, certification, and inspection information. The database is updated by submission of unit TRNGREPs. TRMS uses the TRNGREP data to convert exercise completions into exercise M-ratings and to calculate mission area training readiness M-ratings based on the overall mission area exercise completion status.

        b. The more frequently a unit submits TRNGREP updates, the more accurate the database for readiness assessment purposes. Commanding officers must ensure the timeliness of training readiness reporting. TRNGREPs should be submitted as significant changes occur, but at least monthly.

4303. **Mission Area M-Ratings.**

        a. Description and Use

                (1) The training exercises listed in Appendix A degrade over time as described below. The time-phased degradation from M-1 to M-4 is indicated for each exercise both in Appendix A and in the Exercise Criteria Catalog from TRMS. The following example illustrates the automatic actions of the "clock" in the TRMS Readiness Module for the repetitive iteration of an exercise if not reset by follow-on completion of the exercise:

        MOB-S-10-SF (6,12,18) - M-1 upon TRNGREP entry in TRMS;
                                degrades to M-2 after 6 months;
                                degrades to M-3 after 12 months;
                                degrades to M-4 after 18 months.

A report of satisfactory completion of the exercise at any time subsequent to its initial completion will reestablish M-1 status for that exercise.

                (2) In addition to the normal resets discussed above, an unsatisfactory repetition of an exercise that indicates the required proficiency has been lost, should be the basis to reset an exercise to M-4.

                (3) A table of TYCOM pre-approved exercise equivalencies is contained in Appendix C to allow units to take credit for exercises using shore, pierside, or on board training devices. Additional guidance on exercise equivalencies is contained in Article 4206.

b. <u>Calculation</u>. In the calculation of the mission area resource training readiness factor, only satisfactorily accomplished exercises are considered. The following equation is used to compute each mission area training readiness factor, where M = Mission Area Training Readiness Factor and Nr = the total number of exercises in each readiness category:

$$M = \frac{4A + 3B + 2C}{4(A + B + C + D)}$$

Where A = Nr of exercises M-1,
B = Nr of exercises M-2,
C = Nr of exercises M-3,
and D = Nr of exercises M-4.

E X A M P L E

TOTAL
If Nr of exercises M-1 = 40
Nr of exercises M-2 = 4
Nr of exercises M-3 = 3
Nr of exercises M-4 = 15, then:

$$M = \frac{4(40) + 3(4) + 2(3)}{4(40 + 4 + 3 + 15)} = 0.718$$

(1) The mission area training readiness rating is determined by comparing the computed mission area training readiness factor with the following OPNAV-directed M-rating criteria:

M-1 = 1.000 - 0.850
M-2 = 0.849 - 0.700
M-3 = 0.699 - 0.550
M-4 = 0.549 and below

Therefore, in the above example where the computed mission area training readiness factor equaled 0.718, the unit would report a mission area training readiness rating of M-2.

4304. **Training Report (TRNGREP)**

a. <u>Reporting Procedures</u>

(1) The TRNGREP is a message report of the completion of training exercises as well as other reportable readiness evolutions. Submit TRNGREPs immediately upon completion of at-sea training periods, significant exercises and inspections, and other reportable evolutions. The requirement for prompt reporting is especially important during the immediate post-overhaul workup and predeployment periods. As a minimum, submit reports monthly to reach the Type Commander by the fifth day of the following month. TRNGREPs should be sent INFO to the ship's ISIC.

(2) TRNGREP data are considered operationally significant and will continue to be submitted by message during MINIMIZE. The GENADMIN format is not recognized by TRMS and will not to be used for TRNGREPs.

(3) If TRNGREP results in changes to mission area M-Rates (i.e. M2 to M3) in a PRMAR, a SORTS report reflecting the change in training status should be submitted coincident with TRNGREP submission.

(4) The following is a detailed description of the TRNGREP format:

E X A M P L E

```
FM (Submitting Command)
TO COMNAVSURFLANT NORFOLK VA//N7// or,
COMNAVSURFPAC SAN DIEGO CA//N7//
INFO ISIC
AFLOATRAGRULANT CSTG NORFOLK VA (Note 1)
C O N F I D E N T I A L //N03501//
TRNGREP (Note 2) AS OF 010001Z JAN 02
(Hull Number) (Ship Name/UIC) (Note 3)
     A          B   C   D   E      F
N61105000011/950120/2/NONE/A/ASW-1-SF
N64145000051/950120/2/0985/A/MOB-N-5-SF
REMARKS: (Note 4)
DECL/(Six yrs from date of origination)//
```

Notes:
A. Exercise Code. TRMS twelve-digit code listed in Exercise Criteria Catalog and unit's TRA. Code breakdown of N61102000011is as follows:

```
    N   6   110   5   00001 1
    A   B   C     D   E     F
    A. FIRST NUMBER/DIGIT. . . . . .N=NAVY
    B. SECOND DIGIT. . . . . . . . . . . 6=SURFACE, 5=SHORE BASED
    C. THIRD-FIFTH. . . . . . . . . . . . .PMA CODE
    D. SIXTH. . . . . . . . . . . . . . . . . .TRAINING PHASE
    E. SEVENTH-ELEVENTH . . . . . EXERCISE NUMBER
    F. TWELFTH. . . . . . . . . ..............COMM TYPE (AIR/SURFACE)
```

B. Date Completed. Format is numeric YYMMDD.
C. Evaluation Method
      0 = Observed Exercise
      2 = Self-observed Exercise
      4 = Equivalent
      6 = SELRES
      8 = Reset
D. Score/Hours/Percent. Furthest right position is tenths position when reporting a score or percent. If none, use "NONE." (Note 5)
E. Action Code
      A = Add
      D = Delete
      R = Reset (Note 6)
F. Exercise Identification. Use applicable titles from the unit's TRA. (Note 7)

NOTES**:**
1**.** NAVSURFLANT CG/DD/DDG/FFG also include AFLOATRAGRULANT CSTG NORFOLK VA as an info addee.
2. Insert three digit unit serial number for sequential tracking of reports (001-999). Next report after 999 is 001; serial numbers are not calendar dependent.
3**.** Same as Organization Identification Line of SORTS report (NAME/UIC).
4**.** The Remarks section is used to collect unique information of interest to TYCOM, GRUCOM, and/or ISIC if not otherwise reported by exercise code. For amplifying information, see Article 4305.
5**.** To report a score of 95.3%, write 0953; for 100%, write 1000;
6**.** "A" (addition) is used to report all completions. "D" (deletion) is used to remove the entire entry when an erroneous completion date has been submitted. To change an evaluation method and/or score of a

previously reported item, use an addition code, and update as required. "R" (reset) is used to reset exercises from M-1 to M-4 as a result of CART II.

7. Cite the appropriate FXP exercise designation (e.g., "MOB-D-9-SF" vice "MAIN SPACE FIRE"). For an evolution without an FXP designation, use course number if applicable or appropriate narrative wording otherwise (e.g., "J-210-0513", or "DIESEL ENGINE INSPECTION"). Use of this field is mandatory.

b. Message Format Requirements. TRNGREPs can be automatically generated by the TRMS software. Errors are usually caused by ignoring error messages in TRMS or by manually editing the message after it is generated by the software. Errors will in most cases cause the message to be placed in the suspense file rather than the unit file. Manual processing is then required to correct the error for the message to be entered into the unit file. Some errors may even require retransmission of the entire message to enable a database update. Common errors are:

(1) Not completing all elements in the exercise line, (i.e. exercise code, date completed, evaluation method, score, action code, and exercise identification).

(2) Reporting exercise completion dates which are later than the date-time-group of the TRNGREP.

(3) UNCLAS vice CONFIDENTIAL classification.

(4) Incorrect UIC or omitting the leading letter N.

(5) Using GENADMIN format.

c. Reporting Exercises Completed Through Simulation: Per Appendix C to this manual, many exercise requirements can be completed through the use of onboard training/scenario generation devices. The TYCOM has a need to track the use of simulation in SURFOR. Exercise requirements completed through simulation must be reported via TRNGREP as an EQUIVALENT using the following procedure:

(1) Open TRAREP Module.

(2) Select Exercise Maintenance button.

(3) Select "Update" icon.

(4) Within "Add exercise data to message" dialog box locate the "Score" field.

(5) Select drop down menu choice "SATT." Note: only exercises meeting satisfactory completion criteria should be updated.

(6) Within "Add exercise data to message" dialog box:

(a) Locate the "Evaluation Method" field. and select drop down menu choice "EQUIVALENT."
(b) Locate the "Completion Date" field. Format: MM/DD/YYYY (use right click for calendar input assist) to finish updating the exercise.

4305. **Type Commander TRNGREP Information**. The TRNGREP is also used to collect unique information of interest to the Type Commander, the group commander, and/or ISIC on both a regular and a one time only basis. Information of this type will be reported in the Remarks section of the TRNGREP message if no TYCOM exercise code is assigned. Only the TYCOM will assign exercise codes. All applicable units will report the following TYCOM-formatted special interest items.

a. Sonar Contact Time

(1) The objective of the Sonar Contact Time requirement is to set fleet goals that will maintain Sonar Operator and USW Team proficiency in active and passive detection, classification, and tracking of USW contacts. Sonar Contact Time is defined as any sustained USW pursuit/prosecution on a known or suspected submarine contact, whether live or synthetic.

(2) USW capable ships will report contact time monthly in the TRNGREP. M-rating for contact time is based on the total number of hours accumulated over the past three months. Contact time reporting is treated similarly to exercise reporting. Each requirement will have an M-1 through M-4 status according to the following guidelines:

Contact Time* *Cumulative hours over last 3 months	M1	M2	M3	M4
Active Sensors	> 25	<25 to 21	<21 to 17	<17
Passive Sensors	> 25	<25 to 21	<21 to 17	<17
Live Target	>5	<5 to 4	<4 to 3	<3

Figure 5.2.1 Sonar Contact Time

(3) Active and Passive Contact Time may be reported for all live underwater contacts, simulated contacts, and targets of opportunity. Advances in shore-based training, shipboard target generation, and environmental modeling allow for quality operator and team training inport. However, maximum use of maneuverable targets in a live environment is encouraged. Active and Passive Contact Time may be obtained from the following sources:

    (a) Live underwater contacts

    (b) Shipboard simulators/target generators (OBT/IOBT, T-5/T-6, SQS-56 TGT)

    (c) Shore-based trainers (OBT-TCD, 14A12, 14A35, 20B5, IVDS/ICW, etc)

    (d) Acoustic analysis trainers (APTS, SOLO, PADS, etc)

    (e) Surface ships

(4) Live Target Contact Time is reported for live underwater contacts only. Ships with no Live Target Contact Time in 3 months will be capped at M-2 in USW. The following are consider live targets:

    (a) Submarines

    (b) MK 30 ASW Targets

    (c) MK 39 Expendable Mobile ASW Training Targets (EMATT)

    (d) Unmanned Underwater Vehicles (UUV)

    (e) Torpedoes

    (f) Mines/Mine-like Objects.

(5) Exercise Line Format. The exercise codes in the training data for sonar contact time will be used to report contact hours accumulated during the month.

(a) Example: On March 31, 1998, a ship accumulated 8.5 hours of Active Contact Time for the month of March. The TRNGREP line item reads as follows (per STM Article 4304):

TRMS DATA CODE/980331/0/0085/A/CONTACT TIME ACTIVE

b. Acoustic Analysis Contact Time

(1) All USW capable ships will report Acoustic Analysis Contact Time. The minimum requirement to maintain acoustic analysis proficiency is twenty (20) hours per month for each analyst assigned. Acoustic Analysis Contact Time is calculated by dividing the total divisional man-hours accumulated from analyst training during the month, by the total number of analyst assigned.

Contact Time* *Cumulative hours over last 3 months	M1	M2	M3	M4
Acoustic Analysis	>60	<60 to 50	<50 to 40	<40

Figure 4.2.2 Acoustic Analysis Time

(2) Acoustic Analysis Training will be administered and monitored by the ASW Specialist (NEC 0417). Training will be recorded in the Divisional Training Records or training database. Training time may be acquired as follows:

(a) Using shipboard ONI/NAVSTAD/DARTS tapes, SSAAC Site training devices, and computer based simulators (APTS, PADS, etc)

(b) Intelligence/publication reviews

(c) Training conducted on underwater acoustics, oceanography, data collection, and other principals and fundamentals of USW operations..

(3) Exercise Line Format. The exercise codes in the training data for acoustic analysis training time will be used to report training hours accumulated during the month.

(a) Example: On March 31, 1998, a ship accumulated 355 man-hours of Acoustic Analyst training for the month of March. If 16 Acoustic Analyst are assigned, the ship would report 22.2 hours of Acoustic Analysis Contact Time. The TRNGREP line item reads as follows (per STM Article 4304):

TRMS DATA CODE/980331/0/0222/A/CONTACT TIME ANALYSIS

c. Degaussing.

(1) Ships will report during all training phases satisfactory or unsatisfactory degaussing ranging. Report satisfactory completion of an entire reciprocal run package (i.e. N-S run followed by S-N run equals one package completion). For satisfactory runs, report "SATT" in the SCORE column; for an unsatisfactory run in either direction, report "USAT" in the SCORE column.

(2) Sample: TRMS DATA CODE/910513/0/SATT/A/Degaussing Check Range Steel Hull

SECTION 4

TRAINING REPORTS SUMMARY

4401. **ISIC Reports**

Report/Reference	Description
a. Award Nominations. Ch5, Sec1	ISIC will submit nominations following each competitive cycle for Battle "E" and Command Excellence awards using format of Figure 5-1-1.
b. AW MISSELX POSTEX Appendix A, Intro. (As Required)	ISIC will report compliance with MISSILEX criteria and recommend exercise credit.
c. LOA Report	ISIC will report completion within 1 week of LOA as described CH2 SEC2 Tab E.
d. CART II Completion	ISIC will report completion of CART II within one week per Article 2202.c.(6) and 2207.c.
e. UD Report	ISIC will report completion of any UD within 5 working days as described CH2 SEC 2 Tab F.
f. FEP Completion	ISIC will report completion of FEP within one week per Article 2204.e and 2207.d. Report includes POAM for outstanding discrepancies and monthly follow-up reports until discrepancies are corrected.
g. Expected Certification Expiration	Per Article 2404, ISIC will report any anticipated expiration of certification within at least 90 days when no clear path to recertification exists.
h. Restricted Operations	Per Article 2405, ISIC will report placing ship in restricted operations status if any MOB certification expires.

4402. **Unit Reports**

Report/Reference	Description
a. Training Report (TRNGREP). SURFTRAMAN Ch4, Sec3	1. Message report of completion of training exercises as well as other reportable readiness evolutions, and TYCOM interest data. 2. Exercises completed in overhaul should be reported in the first TRNGREP submitted upon completion of overhaul. 3. As a minimum, TRNGREPs will be submitted monthly to reach TYCOM NLT last day of the month.
b. CART I Report Article 2202 and Tab A to Chapter 2 Section 2.	Message report to TYCOM and ISIC reporting results of CART I.

c. Pre-CART II Readiness Report   Message report to ISIC, INFO ATG, describing ship's readiness to
    See Article 2205.b.   commence CART II, with emphasis on those items "starred" in the
                                          certification Tabs of Chapter 2, Section 4. No particular format is
                                          directed.

4403. **Other Training Reports**

Report/Reference   Description

a. SURFTRAMAN Feedback   Any unit in chain of command, as well as any activity
    Report.   included on distribution either as service provider or
    SURFTRAMAN Ch1, Sec4   supporting activity, may initiate query about any aspect of the Surface
                                          Force Training Program or make recommendation for its improvement.

b. ITC Quarterly Summary   ITC will forward summary report to TYCOM of inport
    SURFORTRAMAN Ch2, Sec3,   training conducted.
    Tab A, para 2.e.

CHAPTER 5

UNIT COMPETITIONS

SECTION 1

BATTLE EFFICIENCY AND COMMAND EXCELLENCE AWARDS

Ref: (a) CINCLANTFLTINST 3590.11G/CINCPACFLTINST 3590.4H (Battle Efficiency Competition, Trophies and Awards)
      (b) OPNAVINST C3501.2J (Naval Warfare Mission Areas and Required Operational Capability/Projected Operational Environment (ROC/POE) Statements)
      (c) OPNAVINST 5102.1C (Mishap Investigations and Reporting)
      (d) COMNAVSURFORINST 3540.2 (Engineering Readiness Process)
      (e) OPNAVINST 5090.1B (Environmental and Natural Resources Program Manual)
      (f) COMNAVSURFORINST 5040.1 (Supply Management Inspection Program)
      (g) OPNAVINST 3590.24C (CNO Surface Ships Safety Awards Program)
      (h) OPNAVINST 5100.19D (Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat, VOL I/II/III)

5101. **Introduction**. The Battle Efficiency and Command Excellence Awards recognize sustained superior performance in an operational environment.

a. Eligibility for these awards demand day-to-day demonstrated excellence in addition to superior achievement during certifications and qualifications conducted throughout the competitive period.

b. New award criteria delineated in this chapter are effective upon date of promulgation except as indicated below. In addition, a few items were specifically listed as applicable commencing CY04 in the previous SFTM (dtd 07APR03). These are now in effect and listed below to avoid any confusion. The following summary of changes is provided.

(1) For the Battle Efficiency Award:
      (a) Decommissioned ships may be submitted, if they have been commissioned for over 9 months.
      (b) Failure or poor performance (failure to meet applicable certification criteria) during a major qualification, inspection, assessment or certification will be disqualifying for the Battle Efficiency Award, to include: INSURV and EKMS Inspection.
(2) For the Maritime Warfare Excellence Award the ship's AMW, ATFP, AW, MIW, STW, SUW, USW and VBSS certification must remain within periodicity.

(3) For the Engineering Excellence Award:
      (a) The ship's 3M, MOB-D and MOB-E certification must remain within periodicity
      (b) Effective 01 January, 2005, ships must receive a material self-assessment capability grade of "Satisfactory" at IA to be eligible for the Engineering/Damage Control Excellence Award. Ships that conducted IA prior to 01 January, 2005 do not need to meet this criteria.

(4) For the Command, Control, Communications and Information Warfare Excellence Award the ship's CCC, CRY, EW, INT, MOB-N and MOB-S certification must remain within periodicity

(5) For the Logistics Management Excellence Award the ship's SUP certification must remain within periodicity

(6) The TYCOM Ship Safety Award has been extensively rewritten and all criteria are effective 01 January 2004..

(7) The following items were identified as effective CY04 in the previous SFTM and are effective as of 01 January 2004. Both apply to the Engineering/Damage Control Excellence Award.

(a) For CY04 and beyond, if a ship achieves an operations adjective grade at IA, a grade of "Average" or higher will suffice for award eligibility; however, if a UD is required, a minimum grade of "above Average" will be required. If a ship's adjective grade at IA is "Below Average" the ship will still have the option of conducting a subsequent UD to improve its grade and attempt award eligibility. For ships that conducted UD in CY03, to be eligible for the award a "Average" or higher is sufficient for to remain eligible in CY04 cycle.

(b) For CY04 and beyond, no more than three administrative programs may be assessed as "not effective" at IA. For ships that conducted IA in CY03, no more than four administrative programs is the threshold to remain eligible in CY04

c. Waivers.

(1) The ISIC may recommend waivers of the specific requirements listed in Articles 5102-5108, including justification for those waivers in the nomination package to the Type Commander. Since these awards are designed to recognized excellence, waiver requests should be limited to very unusual circumstances. If a waiver is submitted it must be detailed, specifically detail the criteria in question, provide details of incident or score, and mitigating details. Include applicable message date time group(s) and/or report title and date when applicable. Most importantly, if the waiver contradicts a statement in a previous reference, specifically address this fact. For example, if a UNIT SITREP stated "human error" for a oil spill and subsequent investigation determines this was not the case, explain the contradiction.

(2) Notify TYCOM of the pending expiration or actual expiration of award criteria inspections, exercises, events, etc, as they occur. Document to TYCOM where expiration is due to operational necessity, bad weather, lack of services, resource limitations, etc. Prompt documentation of notification allows quick TYCOM resolution while the facts are still fresh and current.

d. Actions of detachments will be considered in Award eligibility when officially assigned to a unit for relatively prolonged periods of time, such as overseas deployments, and fall under the NJP authority of the Commanding Officer. These detachments include: Air Det, LEDET, SESS/Cryptologic Det, MSD/MSF det, METOC det, etc, and other TAD personnel. Embarked staffs or Marines will not prejudice award eligibility. Embarked coalition detachments (such as VBSS team) or foreign LNOs will not prejudice award eligibility.

5102. **The Battle Efficiency Award**. Qualification for the Battle Efficiency Award is governed by the general rules in reference (a). The ISIC has the responsibility to select the Battle "E" winner from among the ships in a squadron or group. The ISIC shall use demonstrated sustained superior performance and operational proficiency as the primary consideration in selecting a ship for the Battle Efficiency Award. The ship that consistently performs well across the board will typically be competitive for the award of the Battle "E". With this in mind, ISICs should consider the entire range of a ship's operations, both inport and underway, in selecting a Battle "E" winner at every step of the process, it should be recognized that the Battle Efficiency Award is not a qualification award or an award for mere excellence, but an award for being the best ship in the organization. Advantages accrue to the ship and the ship's company of the ship selected for this prestigious award. It is therefore of the utmost importance that the award be based to the greatest extent possible on criteria that are widely understood and measurable and that, similarly, the award is not based on subjective criteria. The ISIC shall consider the following guidelines as minimum criteria for Battle "E" eligibility:

a. A ship must have been in commission for 50% or more of the award cycle. Newly commissioned ships will not be eligible to compete for the Battle Efficiency Award or command excellence awards until they have completed all predeployment certifications and inspections. Decommissioned ships may be submitted, if they have been commissioned for over 9 months.

b. A ship must earn a minimum of four of the five command excellence awards.

c. A ship must have demonstrated the ability and readiness to effectively perform its primary missions in an operational environment.

d. Failure or poor performance (failure to meet applicable certification criteria) during a major qualification, inspection, assessment or certification will be disqualifying for the Battle Efficiency Award. These are the:

-- Underway Demonstration,
-- Supply Management Inspection,
-- INSURV,
-- Force Maintenance and Material Management Assessment,
-- EKMS Inspection.

If a ship fails to meet minimum standards for UD, SMI, 3M assessment or EKMS Inspection during the competitive cycle, that ship may, in order to avoid ineligibility in the subsequent cycle, request to conduct the entire event again. The event may be rescheduled in the current cycle or subsequent cycle. However, it will not clear the failure performance for the current cycle. Such a reassessment is dependent upon both the availability of the ship and the appropriate assessment team. ISICs will take such reassessments into consideration and forward their recommendation to TYCOM. If a ship has not successfully repeated the event, they remain ineligible for the subsequent cycle. UD, SMI, 3M assessment and EKMS Inspection are the only negative criteria that carry over into a subsequent cycle. A failure to meet INSURV minimum standards will only disqualify a ship during the current competitive cycle.

e. A ship must have maintained currency in all Maintenance and Unit Level Training Phases (Basic Phase) mission area certifications listed in Figure 2-4-2. Certification expirations resulting from lack of available training resources or scheduling constraints will not remove a ship from award consideration. Waivers shall be submitted by the ISIC accordingly.

f. A ship must have demonstrated a high level of safety awareness in all phases of shipboard operations. Class A mishaps caused by the ship's negligence will normally be disqualifying for the Battle "E". Accidents or safety incidents of a less serious nature will be evaluated on a case-by-case basis by the ISIC and may result in disqualification for one or more awards.

g, Any action by a ship that gives cause for a formal investigation, will not be disqualifying until the investigation board results has been announced. This ensures ships are ultimately held accountable for all events. It will be applied regardless of whether the corresponding award was received or not in the cycle the discrepancy actually happen. .

5103. **Command Excellence Awards**. All eligible ships meeting the required standards may be selected for the applicable command excellence award by their respective ISIC. ISICs should consider the quality and intensity of ships' operations and material readiness in selecting awardees. Performance in primary mission areas during intermediate/advance training and while deployed will be carefully considered as well. The five command excellence award descriptions follow in paragraphs 5104 to 5108.

a. The events listed in para 5102.d may be rescheduled as explained above. With the exception of the Cryptologic Assessment Exams (see para 5102.d), scored exercises or events shall not be rescheduled solely in order to qualify for an award. In the case of an exercise or inspection/assessment being repeated, the score and/or results of the first instance shall apply, or in the case of weapons firings, for each time they are conducted. Exercises or inspections/assessments conducted satisfactorily during the previous competitive cycle do not need to be repeated in the next cycle in order to maintain eligibility (as long as they remain current or M2, as applicable).

b. The ISIC may recommend waivers of the specific requirements listed in Articles 5104 through 5108, including justification for those waivers in the nomination package to the Type Commander; however, as in the case of the Battle Efficiency Award, waiver requests should only be submitted when unusual or extenuating circumstances apply.

5104. **Maritime Warfare (Power Projection/Sea Control) Excellence Award**. The objective is to recognize sustained superior performance and readiness to conduct a ship's prescribed military missions as defined in reference (b). Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

a. The ship's AMW, AT/FP, AW, MIW, STW, SUW, USW, and VBSS Maintenance and Unit Level Training Phases (Basic Phase) certifications remain within periodicity throughout the competitive cycle and the following exercises shall be maintained at M-2 currency level or above:
    (1) AW-11A(S)-SF
    (2) AW-11C-SF
    (3) AW-27(S)-SF
    (4) ASW-18-SF
    (5) ASW-24-SF
    (6) AMW-2/3-SF

b. The Cruise Missile Tactical Qualification must have been completed with a grade of "Satisfactory" assigned to all areas.

c. NSFS qualification exercises (FIREX I, FIREX II) conducted during the competitive cycle must have been completed with a numerical grade of 95% or above**.**

d. Aviation Readiness Qualification (ARQ) must have been successfully completed and remained within periodicity throughout the competitive cycle (unless qualification is removed due to SRA) .

e. Combat Logistics Force ships must have satisfactorily completed the last scheduled UNREP Ship Qualification Trial (SQTs).

f. Reportable explosive mishaps per reference (c) will normally disqualify ships from award consideration. Inadvertent discharge of small arms is a reportable explosive mishap per reference (c). Waivers will be reviewed in view of the severity of the mishap, but will not be granted for the negligent firing or handling of small arms or crew served weapons to include pistols, rifles, shotguns, machine guns and hand grenades. inadvertent/accidental decoy firing, a preventable decoy handling incident, or a reportable decoy mishap as adjudicated by the ISIC will disqualify a ship from C3IW award consideration and will not be applied to the maritime excellence award.

g. The Combat Systems Department must have been assessed as having completed at least 80% of the required situational ("R") checks during the Force Maintenance and Material Management (3M) Assessment.

5105. **Engineering/Survivability Excellence Award**. The objective is to recognize sustained superior performance in shipboard evolutions relating to main propulsion and damage control. Engineering performance while deployed or during conduct of major exercises/operations shall be a significant factor in this award. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

a. The ship's 3M, MOB-D, and MOB-E Maintenance and Unit Level Training Phases (Basic Phase) certifications remain within periodicity throughout the competitive cycle.

b. Underway Demonstration (UD) operations adjective grade must be "Above Average" or "Outstanding" if required/conducted.

NOTE: If the ship achieves an operations adjective grade of "Average" or higher at Initial Assessment (IA), it will suffice for award eligibility. If the ship's adjective grade at IA is "Below Average", the ship will still have the option of conducting a subsequent UD to improve its grade and attempt award eligibility.

c. Any reportable spill, as defined by reference (e), of oil or other pollutant (to include inadvertent discharges of CHT) due to supervisory failure or negligence will be disqualifying for this award.

d. No more than three administrative programs may be assessed as "Not effective" at IA.

e. Effective 01 January, 2005 a material self assessment capability of "satisfactory" must be received at IA.

f. The Engineering Department must have been assessed as having completed at least 80% of the required situational ("R") checks during the Force Maintenance and Material Management (3M) Assessment.

5106. **Command, Control, Communications and Information Warfare Excellence Award**.   The objective is to recognize sustained superior performance in shipboard operations relating to matters of command, control and communications, intelligence, electronic warfare, cryptologic employment, navigation, and seamanship. The ability to communicate effectively in an operational environment is important, and should receive significant consideration by the ISIC. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

a. The ship's CCC, CRY, EW, INT, MOB-N, and MOB-S Maintenance and Unit Level Training Phases (Basic Phase) certifications remain within periodicity throughout the competitive cycle.

b. EKMS Inspection must be graded "Satisfactory" and be within periodicity during the entire competitive cycle.

c. No loss of EKMS material, loss of EKMS accountability or EKMS/COMSEC incident which is determined to result in a compromise or in which compromise cannot be ruled out. This includes classified computer systems and materials.

d.   The CCC-19-SF must have been completed with a minimum score of 85% .

e. Any security violation evaluated by the ISIC to be serious in nature shall result in disqualification.

f. A grounding or collision attributable to deficiencies in the ship's performance shall result in disqualification.

g. An inadvertent/accidental decoy firing, a preventable decoy handling incident, or a reportable decoy mishap as adjudicated by the ISIC will disqualify a ship from award consideration.

h. A lapse in Search and Rescue (SAR) Certification due to poor preparation or performance in the SAR evaluation will disqualify a ship from award consideration.(poor performance is defined as receiving a grade of "unqualified" in any section (swimmer, material or overall).

i. AN/SLQ-32 SESEF Range testing must be maintained in periodicity in accordance with PMS and WFIP 115 throughout the cycle.

j. EW Expendable Decoy live firings (C2W-11-SF and C2W-16-SF) shall be conducted so as to maintain exercise currency at M-2 level or above.

k. Satisfactory completion of the EW Assessment Exam (C2W-14-SF) is required during the previous or current competitive cycle. A ship can take the exam a maximum of three times during the cycle to achieve the minimum shipboard average of 80%.   All personnel assigned to stand EW Watches at Condition 3 or higher must take the exam.

l. Ships with a permanent Cryptologic detachment assigned must have satisfactorily completed the Cryptologic Assessment Exam during the previous or current competitive cycle. A ship can take the exam a maximum of three times during the cycle to achieve the minimum shipboard average of 85%. All assigned CTA, CTM, CTO and CTR personnel are required to participate in the testing.

m.. The Operations Department (Deck Department for Amphibious and both Deck and Operations Departments for CLF ships) must have been assessed as having completed at least 80% of the required situational ("R") checks during the Force Maintenance and Material Management (3M) Assessment.

5107. **Logistics Management Excellence Award**. The objective is to recognize excellence in management of material, financial, and personnel resources. Logistics performance during intermediate/advanced training and while deployed, including performance as noted in the Continuous Monitoring Program (CMP), will be carefully considered as well. Consistently poor performance in the CMP or during FRTP may result in loss of eligibility. Where appropriate, operational performance in such areas as MATCONOFF, BFIMA/ARGIMA, and Progressive Repair shall be considered. Failure to obtain/maintain the following minimum criteria, per reference (f), will preclude a ship from consideration for this award:

a. The ship's SUP Maintenance and Unit Level Training Phases (Basic Phase) certifications remain within periodicity throughout the competitive cycle.

b. Stores Management: 90% or above. Carcass tracking charges, including DLR surveys cannot exceed 5% of DLR obligations during award period.

c. Food Service Management: 90% or above. There can be no excessive over issue (stores consumed exceeds the monetary allowance by 2% or greater) at the end of the fiscal year, upon disestablishment, or relief of the Food Service Officer.

d. Retail Operations Management: 90% or above. There can be no level 3 loss, defined as a loss of greater than 3% and/or more than $3,000 during any reporting period in Retail Operations during the award period.

e. Disbursing Management: There must be a "Satisfactory" grade in the Disbursing Audit if conducted during the award period with no loss of funds.

f. Post Office Management: There must be a grade of 90% or above in the Postal Inspection with no loss of accountability.

g. Any loss of accountability during a competitive cycle due to poor management practices or failure to follow established procedures will result in loss of eligibility.

h. The Supply Department must have been assessed as having completed at least 80% of the required situational ("R") checks during the Force Maintenance and Material Management (3M) Assessment.

5108. **TYCOM Ship Safety Excellence Award**. The objective is to recognize excellence in the maintenance and execution of afloat safety and occupational health-related programs and initiatives. Overall, the ISIC must assess the ship as having functioning afloat safety, hazardous material/hazardous waste, and occupational safety and health programs as defined by references (g) and (h). Selection for the TYCOM Ship Safety Award is a prerequisite to nomination for the CNO Surface Ship Safety Award Program as described in reference (g) and Article 5209. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

a. A formal Navy Safety Center Survey was conducted during the past three years.

b. The Safety Officer is a graduate of the Afloat Safety Officer Course.

c. Conduct at least two formal shipwide safety stand downs during the competitive cycle, with one dedicated to Mishap Reduction Effort and one for overall shipboard safety. Completion dates will be forwarded to the ISIC.

d.   Mishap reports are submitted within required timeframe. A Class A Mishap will be considered disqualifying criteria.

e.   Submit at least one Mishap Reduction Effort lessons learned message to the Naval Safety Center during the competitive cycle.

f. A satisfactory Afloat Hazardous Material/Hazardous Waste program for the competitive cycle will include a safety materiel assist visit or review conducted for the CO/XO/Safety Officer by at least one of the following: INSURV, Safety Center, local Environmental Protection Unit or Medical Treatment Facility, or local Regional Fleet Support activity. Review elements include, but are not limited to: explosive proof lighting, flammable storeroom ventilation readings, incompatibility of stored materials, condition of flammable storage lockers.

g. Safety Council and Safety Committee meetings are conducted regularly and appropriately documented.

h. Shipboard NAVOSH tag out, electrical safety, heat stress, and hearing conservation programs will be reviewed by an outside command during the competitive cycle. Any grade of "Not Effective" received during any assessment will be considered disqualifying criteria for the award.

i. Any unsatisfactory grade for ordnance handling during ESSR, Harpoon Material Certification or Tomahawk Material Certification will be considered disqualifying criteria for the award.

j. An effective motor vehicle/motorcycle/recreation/off-duty safety training program is in place and receives appropriate emphasis at the Mishap Reduction Effort safety stand down and during the normal shipboard routine. Ships will ensure 100% of personnel operating motorcycles have completed required Motorcycle Training. Also, ships will ensure 100% of personnel identified as needing the AAA Drivers Improvement Program Training have successfully completed all requirements.

k. Personal protective equipment program is in place with proper emphasis on EEBD, OBA and emergency egress training.

l.   Any reportable spill, as defined by reference (e), of oil or other pollutant due to supervisory failure or negligence by personnel other than Engineering Department members will be disqualifying for this award.

m.   Ships will complete the Naval Safety Center Online Afloat Safety Climate Assessment Survey (ASCAS) during the competitive cycle.

5109. **Period of Competition**

a. The Battle Efficiency and Command Excellence Awards are based on a 12-month calendar year cycle.

b. If a ship has been unable to operate for six or more consecutive months due to a major maintenance availability or if the ship has had no opportunity to demonstrate its ability and readiness to perform effectively its primary missions in an operational environment, the ship may request exemption from the ISIC for the Battle Efficiency Award or for one or more command excellence awards for that cycle. If that ship subsequently wins the Battle "E" or a command excellence award in the cycle immediately following exemption, consecutive award stripes earned before the exempt cycle will be retained. However, after the announcement of awards is made for a cycle in which the ship did not compete, she will not display previously earned awards in the categories for which she was exempt until and unless she earns those awards during the next competitive period.

5110. **Nomination Procedure**

a. Prior to end of the competitive cycle, TYCOM will solicit award inputs from Squadron and Group Commanders. The solicitation message will contain the number of Battle "E" awards that ISICs are authorized to award, as well as the due date for nomination packages. Nominations will typically be due to the TYCOM on or about 15 January.

b. Battle Efficiency and command excellence award nomination letter format will be in accordance with Figure 5-1-1. Group commander endorsement of squadron commander nomination packages is not required. Waiver requests should be coordinated with appropriate TYCOM point of contact prior to submission of nomination packages. Elaborate award packages are not required nor desired.

c. Upon receipt of all selection letters and evaluation of waiver requests, the TYCOM will promulgate a message announcing the winners. The TYCOM retains ultimate awarding authority.

5111. **Display of Awards**

a. <u>Period of Display</u>. Battle "E" Awards are to be displayed from the time of announcement of the award until announcement of the next cycle's awards.

b. <u>Battle Efficiency Plaques</u>. The Battle "E" Award plaques are for permanent retention and display.

c. <u>Display of Awards</u>. Awards shall be displayed in accordance with Figure 5-1-2. The order of display of awards from forward to aft will be Battle "E", Maritime Warfare "E", Engineering/Survivability "E", Command and Control "E", Logistics Management "E" and TYCOM Ship Safety "E". FFG-7 class ships will display Command Excellence awards below the Battle "E" in recognition of the limited space available.

<u>AWARD</u>	<u>METHOD OF DISPLAY</u>
BATTLE "E" AWARD White formula 6 and black formula 48	Center of bridge bulwark, forward, port and starboard or in general vicinity of painted campaign ribbons. (For FFG 7 class: Immediately below the sidelights.)
MARITIME WARFARE EXCELLENCE AWARD BLACK "E" Black formula 48	Port and starboard side of bridge bulwark aft of the Battle "E".
ENGINEERING/SURVIVABILITY EXCELLENCE AWARD RED "E" Red formula 40	Port and starboard side of bridge bulwark aft of the Battle "E".
COMMAND & CONTROL EXCELLENCE AWARD GREEN "E" Green formula 39	Port and starboard side of bridge bulwark aft of the Battle "E".
LOGISTICS MANAGEMENT EXCELLENCE AWARD BLUE "E" Blue formula 43	Port and starboard side of bridge bulwark aft of the Battle "E".
TYCOM SHIP SAFETY AWARD YELLOW "E" Yellow formula 42	Port and starboard side of bridge bulwark aft of the Battle "E".

e. <u>Consecutive Awards</u>. Service stripes the same color as the related award color is added for additional awards earned in consecutive years. Instead of the letter and four service stripes for winning the award five consecutive times, in the case of the Battle "E", a gold "E" shall be displayed with a silver star above the "E". In the case of the command excellence awards, an "E" and a star of the same color will be shown for the fifth consecutive award, replacing the service stripes. Another star shall be added for each five successive annual awards.

f. <u>Hull/Crew Exchanges/Ship Exchanges</u>. In cases where entire crews move from one ship to another; e.g., "Sea Swap" the general rule is that awards follow the crew and will be displayed in the ship that the crew is embarked. This will require additional attention to record keeping to track crew award status. In the case of FDNF Ship Exchanges that involve the decommission of one of the ships, award eligibility will be tied to hull. Actions of the decommissioned ship will not transfer to the exchange hull since the entire crew does not transfer to the exchange hull.

SAMPLE BATTLE EFFICIENCY COMPETITION REPORT

From: ISIC (Administrative Title)
To: Type Commander

Subj: SELECTIONS FOR BATTLE EFFICIENCY AND COMMAND EXCELLENCE AWARDS

Ref: (a) COMNAVSURFORINST 3502.1

1. In accordance with reference (a), the following ships assigned to (group/squadron) is/are selected for Battle Efficiency and command excellence awards for the competitive cycle ending _____.

2. The ships selected have demonstrated the highest level of excellence in their day-to-day performance throughout the competitive cycle and are certified to have satisfactorily met the guidelines set forth in reference (a) *(except as indicated below)*.

      a. For the Battle Efficiency Award: USS _____.

      b. For Maritime Warfare (Power Projection/Sea Control) Excellence: USS _____, USS _____, and USS _____. *(as required by number of awards)*

      c. For Engineering/Survivability Excellence: USS _____, USS _____, and USS _____. *(as required by number of awards)*

      d. For Command, Control and Communications and Information Warfare Excellence: USS _____, USS _____, and   USS _____. *(as required by number of awards)*

      e. For Logistics Management Excellence: USS _____, USS _____, and USS _____. *(as required by number of awards)*

      f. For TYCOM Ship Safety: USS _____, USS _____, and USS _____. *(as required by number of awards)*

3. *(If required)* The following waivers to award criteria are recommended:

                                         _____
                                           (Signature)

Figure 5-1-1
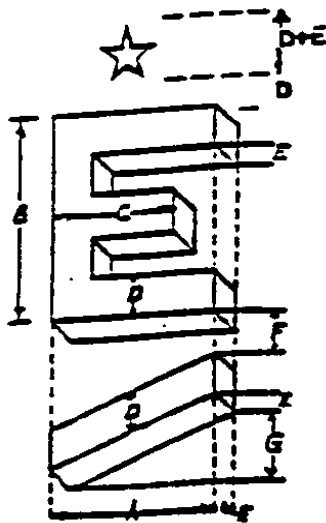
BATTLE EFFICIENCY AWARDS

	A	B	C	D	E	F	G
AOE, AGF, CG, JCC, LCC, LHA, LHD, LPD, LSD	30	15	6	4	3	2	24
FFG, MCM, MHC, ARS	16	20	8	4	2.5	2	1.4
ALL OTHERS	20	25	10	5	3	2.5	1.6

COMMAND EXCELLENCE AWARDS

	A	B	C	D	E	F	G
AOE, AGF, CG, JCC, LCC, LHA, LHD, LPD, LSD	20	25	10	5	N/A	2.5	1.6
ALL OTHERS	12	15	6	3	N/A	1.5	1.2

Figure 5-1-2

SECTION 2

FLEET AWARDS AND TROPHIES

Ref: (a) OPNAVINST 3590.11E (The Arleigh Burke Fleet Trophy/Marjorie Sterrett Battleship
        Award/USS Arizona Memorial Trophy)
     (b) CINCLANTFLTINST 3590.11G/CINCPACFLTINST 3590.4H (Battle Efficiency Competition,
        Trophies and Awards)
     (c) OPNAVINST 3590.16C (The James F. Chezek Memorial Gunnery Award)
     (d) OPNAVINST 3590.24C (CNO Surface Ships Safety Awards Program)
     (e) NAVSEA 59086-UD-STMQ00-CH631 (Preservation of Ships in Service)
     (f) OPNAVINST 1650.24B (CNO Aviation-Related Awards)
     (g) OPNAVINST 3590.18F (Annual Ship-Helicopter Safety Awards)
     (h) OPNAVINST 4100.7A (SECNAV Energy Conservation Awards Program)
     (i) OPNAVINST 5090.1B (Environmental and Natural Resources Program)
     (j) COMNAVSURFLANT/PACINST 6100.1B (Force Commander Annual Wellness Unit Award)
     (k) OPNAVINST 5305.8A (Admiral Stan Arthur Awards for Logistics Excellence)
     (m) COMNAVSURFORINST 1650.2 (CIWS Award)
     (n) NAVSUPINST 3590.1D (American Petroleum Institute (API) Awards)

5201. **General.** In addition to the Battle Efficiency and Command Excellence Awards, certain other awards related
to readiness and training are presented to ships of the Naval Surface Forces. These awards are described in Articles
5102-5223.

5202. **Battenberg Cup Award**. (NAVSURFLANT only.) The Battenberg Cup is awarded by COMLANTFLT to the
Atlantic Fleet Battle Efficiency Award winner ship or submarine, which has the greatest accumulation of crew
achievements. (Winning the battle efficiency competition is a prerequisite.) Nominations shall not exceed two pages
in length and should include substantiating rationale according to reference (a). ISICs shall provide nominations to
the TYCOM no later than 15 February.

5203. **Spokane Trophy**. (NAVSURFPAC only.) The Spokane Trophy is awarded by COMPACFLT on a cycle basis
to the surface combatant ship considered to be the most proficient in overall combat systems readiness and warfare
operations. Because the award is to recognize demonstrated ability to fully conduct, on a sustained basis,
simultaneous and coordinated AW, SUW and USW operations with all installed equipments, no check-off list of
particular criteria is appropriate nor can a ship explicitly work for nomination for the award other than by routinely
striving for the highest levels of combat systems training and material excellence. ISICs shall provide nominations to
CNSP on or about 15 January. Nomination packages shall not exceed two pages in length. TYCOM will select
strongest nomination package for follow-on forwarding to COMPACFLT.

5204. **The Arleigh Burke Fleet Trophy**. An annual award, established by reference (a), to the ship or aviation
squadron that has achieved the greatest improvement during the competitive cycle. Winning the Battle Efficiency
competition is not a prerequisite for nomination. ISICs shall provide nominations to their TYCOM on or about 15
January. Nomination packages shall not exceed two pages in length. A sample nomination letter is provided in
Figure 5-2-1. A TYCOM nominee will be selected and nominated to COMLANTFLT/COMPACFLT by 10
February. Fleet commanders will award and present the trophy on behalf of CNO. The recipient keeps the trophy
permanently.

5205. **The Marjorie Sterrett Battleship Fund Award**. An annual award assigned to a selected type command in
both the Atlantic and Pacific Fleets. The award is in the form of a monetary contribution to the unit's recreation fund.
References (a) and (b) pertain. Only ships nominated for the Battle Efficiency award will be considered eligible.

   a. The award currently rotates among TYCOMS according to the following schedule:

(1) COMNAVAIRLANT/PAC	2004
(2) COMNAVSURFLANT/PAC (CLF/PC)	2005
(3) COMSUBLANT/COMSUBPAC	2006
(4) COMNAVSURFLANT/PAC (CRUDES)	2007

b. In those years in which COMNAVSURFLANT and COMNAVSURFPAC are designated as the type commander to nominate a ship for this award, the respective nominees will be based on accomplishments to promote operational readiness and fitness of the ship. Nominations shall not exceed one page in length. ISICs shall provide nominations no later than 15 January. A TYCOM nominee will be selected and forwarded to COMLANTFLT/ COMPACFLT by 10 February. CNO will announce the winner of the award, will certify to the trustee of the fund the names of the ships selected, and request available funds be equally distributed to the commanding officer of each winning ship through the cognizant Type Commander. Fleet commanders will present the award at an appropriate ceremony on behalf of CNO.

5206. **The USS Arizona Memorial Trophy**. The USS Arizona Memorial Trophy, established by reference (a), will be awarded to the ship having demonstrated the greatest combat readiness in strike warfare, surface fire support, and anti-surface warfare during a two-year competitive cycle ending 31 December of each even numbered year. Nominations shall not exceed two pages in length. ISICs shall provide nominations on or about 15 January. A TYCOM nominee will be selected and forwarded to COMLANTFLT/COMPACFLT by 10 February. CNO will select and announce the winner by message. Following the award announcement, CNO will advise the Chairperson of the USS Arizona Memorial Trophy committee by letter of the recipient of the award, along with pertinent selection criteria. The winner's ISIC will conduct an appropriate ceremony and presentation. The ISIC of each subsequent winner will contact the unit on which the award resides to arrange for transshipment. All recipients of this award will, in addition, receive a miniature facsimile award for permanent retention aboard.

5207. **The James F. Chezek Memorial Gunnery Award**. This award was established by reference (c) and is given at the end of each fiscal year to one ship of the Naval Surface Forces for excellence in naval gunfire support. The recipient of this award will alternate between COMNAVSURFPAC and COMNAVSURFLANT. COMNAVSURFPAC receives the award each odd-numbered fiscal year. The award will be presented to that ship which achieves the highest numerical grade average in those exercises required for NSFS qualification. The following criteria will govern the award selection process:

a. Only those exercises that are conducted at a range of 7500 yards or greater on a certified NSFS range, are graded by outside observers, and have a final exercise grade issued by TYCOM, will count toward this award.

b. When an entire FIREX is conducted for score more than once during the fiscal year, the highest score attained will be credited toward this award except where any firing during the year results in an overall unsatisfactory score and subsequent loss of NSFS qualification. Major safety violations that occur during any gun shoot (air, surface, or NSFS) during the award period may disqualify a ship from consideration.

c. In case of a tie between two or more ships during an award year, TYCOM will select a winner after receiving all available data on surface and anti-air gunnery exercises.

d. When a ship is selected for receipt of the award, the commanding officer will be notified by TYCOM and requested to provide a list of personnel to receive equal shares of the prize money. Upon receipt, TYCOM will forward the names of individuals with current address to the Assistant for Administration, Office of the Under Secretary of the Navy, Washington, DC so that award checks may be forwarded for presentation in a suitable manner.

5208. **Awards Sponsored by the Association of Old Crows (AOC)**. Each year the AOC presents awards to dedicated individuals and units in recognition of their outstanding contributions and achievements in Electronic Warfare. The AOC selects all individual award winners. CNO designates the unit award recipients. Commands desiring to submit nominations for AOC awards should provide all required information to TYCOM via the parent

administrative commander by 15 March. Awards and submission format will be promulgated annually by TYCOM sufficiently in advance to permit preparation of nomination packages.

5209. **Chief of Naval Operations Surface Ship Safety Awards**. The Chief of Naval Operations Surface Ship Safety Awards Program is applicable to all surface ships operating under the control of COMNAVSURFLANT and COMNAVSURFPAC and competition will be conducted in accordance with reference (d). Awards are presented on the competitive cycle basis to recognize outstanding contributions to Fleet readiness, increased morale and efficient, economical use of resources through safety.

 a. The awards are presented in the following categories:

  (1) Cruiser.

  (2) Destroyer.

  (3) Frigate.

  (4) Amphibious Warfare (large) (LHA, JCC/LCC, LHD, LPD, AGF).

  (5) Amphibious Warfare (medium/small) (LSD, LST).

  (6) Combat Logistics (large) (AOE).

  (7) Salvage Rescue (ARS)

 b. Navy-wide awards are offered in the floating drydock category on a separate 12-month competitive cycle.

 c. ISICs will submit a single nomination for their best eligible ship in each category to TYCOMs via the chain of command at the end of each competitive cycle. Nominations are due to TYCOMs on or about 15 January.

 d. Nomination package size is limited to 2 pages.

 e. The green safety "S" shall be displayed per reference (d) and Section 9, reference (e).

5210. **Admiral Flatley Memorial Award**. The Admiral Flatley Memorial Award is presented annually by CNO to two CVs and one LHA/LHD class ship. This aviation safety award covers a one-year period and is based on a comprehensive evaluation of contributions to aviation safety. Reference (f) issues the governing policy and detailed procedures involved in selecting the recipients. Final nominations are submitted via the chain of command to TYCOM before 15 January.

5211. **Annual Ship-Helicopter Safety Awards.** Annual awards established by reference (f) and given to one LANTFLT and one PACFLT LAMPS MK III, and CLF ship in recognition of outstanding contribution to the ship-helicopter safety program. In addition to an outstanding safety record, ships selected must have aggressive safety programs that contribute new ideas to accident prevention.

 a. Award Description. The award will consist of the temporary custody of the annual Ship-Helicopter Safety Award plaque, permanent custody of a replica of the trophy, and a citation by CNO. The trophy will be presented annually by CNO or a designated representative and will remain in the custody of the winning ship for the duration of the subsequent award period.

 b. Selection Criteria. The awards will be based upon a comprehensive evaluation by the Commander, Naval Safety Center, of:

  (1) Embarked aircraft mishaps versus flight hours.

  (2) Contribution to ship-helicopter safety.

(3) The type commander's appraisal of the ship's performance relative to other ships nominated.

c. Eligibility. All CLF ships configured for vertical replenishment operations and LAMPS ships that operated with helicopters embarked during the award year will be eligible for award consideration.

d. Action

(1) Ships will ensure that Commander, Naval Safety Center is an information addressee on all accident prevention or safety related correspondence and may initiate nominations per reference (g).

(2) TYCOMs will forward by letter all nominations with a ranking/evaluation of eligible ships to COMNAVSAFCEN before 15 February.

5212. **Junior Officer Award for Excellence in Shiphandling Competition**

a. The Junior Officer Shiphandling Competition Program will be conducted annually with the selection process continuing throughout each calendar year in order to ensure deploying ships' nominees have the opportunity to compete under the same conditions and standards. Each group/squadron will comprise a competitive grouping (i.e. squadron commanders will select a winner from among the ships for whom they are ISIC; group commanders will select a winner from among the ships for whom they are ISIC as well as squadron staffs under their command) . Those NRF ships in which Selected Reserve (SELRES) officers regularly serve may additionally nominate a SELRES officer for the JO Shiphandling Award using the same criteria for evaluation and selection, and the same administrative procedures as are used in the nomination of active duty officers. This nomination is in addition to the nomination made for active duty officers and is to be submitted concurrently with other nominations according to the provisions of this instruction. The ISIC will forward nominations to the type commander through the chain of command.

b. All officers on duty afloat in the grade of lieutenant commander and below, except commanding officers and lieutenant commanders serving as executive officers, are eligible. Also, officers of the Selected Reserve serving in NRF ships, in the grade of lieutenant commander and below, are eligible for nomination for a separate award. Executive officers in the grade of lieutenant or junior may participate. Officers will be eligible for only one award while serving at a single duty station. On or about 15 December, the ISIC will select and nominate, by message, one active duty officer, and as applicable, one SELRES officer as the winner(s) of the shiphandling award within the group or squadron. Specific due date for nominations will be promulgated via message by the TYCOM. The type commander will review each nomination and award letters of commendation to the winners.

c. Figure 5-2-2 shall be used as a guide to assure conformity to the maximum extent possible and applicable, recognizing the capabilities/missions of the various ship classes. This form shall not be submitted as part of nomination package.

5213. **Secretary of the Navy Energy Conservation Award Program**.
The Secretary of the Navy Energy Conservation Award Program is an annual award presented by the Secretary of the Navy to Navy units and activities in seven award categories. These categories are:

a. Ships (crew of 400 or more).

b. Ships (crew of less than 400).

c. Aviation squadrons.

d. Shore activities with 500 or more full-time employees.

e. Shore activities with less than 500 full-time employees.

f. Industrial activities.

g. Navy units in SNDL, Part I, other than ships and aviation squadrons.

NOTE: The award is given to promote excellence in energy conservation and energy management within the Department of the Navy. The award recognizes outstanding leadership in energy management, innovations in the improvement of energy efficient equipment and energy conserving approaches to training, daily operations, housekeeping and maintenance. Nominations will be solicited by COMLANTFLT/COMPACFLT annually to support a due date to OPNAV not later than 15 February. Further details are provided in references (h) and (i).

5214. **Secretary of the Navy Environmental Protection Award**. The Secretary of the Navy Environmental Protection Award is an annual award presented by the Secretary of the Navy to the Navy ship showing the greatest initiative toward operating in an environmentally acceptable manner. The award is given to stimulate outstanding performance in the pursuit of enhancing and protecting the environment. Nominations are required by 15 November. Selection is based on criteria in reference (i).

5215. **Force Commander Annual Wellness Unit Award.** The Force Commander Annual Wellness Unit Award is an annual award presented by the Type Commander to Navy units in recognition of excellence in establishing and promoting a command climate conducive to wellness and health promotion. Specific details are provided in reference (j).

5216. **Homer W. Carhart Damage Control/Firefighting Award.** The Homer W. Carhart Damage Control/Firefighting Award is presented annually by CNO to a Navy Department sailor or civilian who most exemplifies professional standards and concern for shipboard safety and survivability based on one or more of the following criteria:

a. Displays meritorious or heroic performance in the Control of, or recovery from, an afloat casualty involving explosion, fire, flooding or collision.

b. Develops or implements formal recommendations regarding equipment, doctrine, tactics, or training.

c. Authors damage control, firefighting, safety or survivability articles for publication in navy media.

d. Submits beneficial suggestions to improve safety of life at sea for implementation by the Department of the Navy.
e. Demonstrates noteworthy efforts to develop naval ship damage control and fire safety standards.

f. Participates in demonstrations, tests or evaluations to expedite improvements to ship safety and survivability.

g. Performs safety and survivability related duties with exemplary professionalism for a sustained period.

ISIC nominations are due to TYCOM on or about 31 August.

5217. **Superior Surface Warfare Programs Recognition.** In order to provide recognition to ships with superior officer and enlisted warfare specialty qualification programs, they are authorized to fly distinctive pennants as follows:

a. Silver Surface Warfare Excellence Pennant. Ships with all E-5 through E-9 sailors who have been assigned on board for over 18 months and who are ESWS qualified, will be eligible to fly the Silver Surface Warfare Excellence Pennant. For determining eligibility, PO3s who advance to PO2 will start the 18-month count from the day of advancement rather than their reporting date.

b. Gold Surface Warfare Excellence Pennant. Ships with all surface warfare officers who have been assigned on board for over 18 months and who are SWO qualified, will be eligible to fly the Gold Surface Warfare Excellence Pennant. For determining eligibility, staff corps officers with community specific SWO programs; e.g., Medical, Dental and Supply SWO programs, will be included in the calculation.

c. Procedures.

(1) When a ship meets the requirements to fly either of the above pennants, the CO will notify the ISIC that all requirements have been met. The ISIC will validate the data, procure the appropriate pennant, and present it to the ship.

(2) Ships will remain eligible to fly the pennant(s) as long as the eligibility criteria are met. When eligibility ceases, the ship will notify the ISIC and cease to display the pennant(s).

(3) When ships regain eligibility, the ISIC will be notified and will authorize the ship to fly the pennant(s) again. The ship will procure subsequent and replacement pennants after initial presentation.

d. Display. The Gold and Silver Surface Warfare Pennants will be flown from the main mast below other award pennants. When the ship is eligible to display both pennants, the Gold Pennant will be displayed above the Silver.

5218. **Admiral Stan Arthur Awards for Logistics Excellence**. This award recognizes the Civilian Logistician, the Military Logistician, and the Logistics Team of the Year with annual awards that consist of personalized plaques and cash awards. Ships and staffs that feel they have a candidate who meets the criteria contained in reference (k), should submit a nomination package to the appropriate Force Supply Officer in January following the year of service on which the award is based.

5219. **Intelligence Excellence Award**. The Surface Force Intelligence Excellence Award is an annual award that recognizes the surface ships in both COMNAVSURPAC and COMNAVSURFLANT demonstrating superior afloat intelligence readiness and performance in supporting operations during the competitive award cycle. Since each ship will be in a different phase of the FRTP and Surface Force ships have varying degrees of organic intelligence support, award criteria and award categories will be the following:

(a) Award Categories. Awards are presented in the following categories in the Pacific and Atlantic Surface Force, respectively:

(1) Surface ships with Afloat Intelligence Centers (LCC, AGF, LHA, LHD and MCS).

(2) Surface ships with Independent Duty Intelligence Specialists assigned (IS-3905s).

(3) Surface ships with Collateral Duty Intelligence Officers (CDIO) assigned less COMINEWARCOM CDIOs. This category relates to ships with no Intelligence Officer (163x)/Intelligence Specialist (IS) permanently assigned.

(b) Award Criteria: The Intelligence Excellence Award is awarded in recognition of a ships superior intelligence performance in supporting afloat naval operations and improving the operations/intelligence interface afloat. The award focuses on the FRTP intelligence product and readiness of the entire intelligence team (i.e. IS, CT, EW, lookouts, USMC when embarked). The following criteria will be evaluated when determining award selection:

(1) Management of intelligence readiness (manning, training, equipping, preparedness) as assessed during the FRTP.

(2) Surveillance and Reconnaissance. Intelligence Collection and Reporting (Intelligence Information Reports (IIRs), locators, photography, port directory updates) and evaluations of unit reports by the intelligence community. For example, IIRs written in response to Fleet Collection requirements and evaluated by the Intelligence Community or Operational Fleet Commander provide quantitative and qualitative measures of intelligence contributions and value to afloat commanders.

(3) Consistent participation in regularly scheduled Intelligence Inport Exercises (INTELEX) conducted by ATG during the FRTP.

(4) Innovative use of intelligence teams in supporting operational requirements and recommendations for improvement in fleet intelligence support.

(c) Administrative Authority: COMNAVSURFOR N2 is the administrative authority for the Intelligence Excellence Award program within the Surface Force, except in the case of COMINEWARCOM (CMWC) units. CMWC will be administrative and awarding authority for CMWC Collateral Duty Intelligence Officer units (MHC/MCM crews).

(d) Award Submission: Competitive period for the award is 01 January to 31 December of each year. Ships desiring consideration for this award will forward submissions to their ISIC via letter or record message. ISICs will select no more than one unit from each competitive category and forward ISIC endorsement to COMNAVSURFLANT N2. Submissions can be classified SECRET, however, write-ups should be at the lowest classification level possible. Final selection will be made by COMNAVSURFOR N2 (COMNAVSURFLANT N2).

(e) Presentation: COMNAVSURFOR will announce winners via record message. Award plaques for each category will be presented to each ship and permanent plaques with award winners engraved on the plaques will be displayed at the Navy and Marine Corps Intelligence Training Center (NMITC) for SURFLANT ships and at the Fleet Intelligence Training Center Pacific (FITCPAC) for SURFPAC ships.

5220. **ASW Bloodhound Award**. The ASW Bloodhound Award is an annual award presented by each TYCOM to a single ASW ship for exceptional performance in the areas of ASW proficiency, preparedness and training.

a. The following criteria are considered in determining the award winner:

(1) ASW Certification (achieved or maintained, as appropriate).

(2) Level of participation in ASW exercises and events such as: FXP exercises, live/simulated torpedo firings, OBT/TCD/BFTT scenarios conducted, PC-IMAT, ASWIT and other fleet training events (Canadian Task Group Exercises, PCO operations, etc.) To be considered, this training must have been reported by appropriate methods: TRAREP, Rapid Torpedo Feedback Firing Report or naval message POSTEX report.

(3) Reported Acoustic Analyst Contact Time and Live Contact Time.

b. The ASW Bloodhound Award winner will fly the Bloodhound pennant for the next year. The winner will be awarded a plaque for retention until the results of the next competition are announced. Presentation will normally be made aboard the winning ship by the Type Commander, or in the ship's absence, by a designated ISIC. A nomination, not to exceed two pages in length, will be submitted by the ISIC to reach the respective Type Commander not later that 30 January. Waivers will not be considered. The winner will be announced by message. Date for presentation will be coordinated with ISIC.

5221. **Phalanx Close-in-Weapons System (CIWS) Excellence Award**. The Phalanx Close-in-Weapons System Excellence Award is presented annually to recognize the top CIWS ship on each coast. The winning ship is awarded a perpetual trophy and a $1000 contribution to the ship's Morale, Welfare and Recreation Fund. All CIWS capable ships are automatically considered for this award. Nomination packages are not desired. Award criteria are contained in reference (m). No nomination packages are required for this award.

5222. **USS CONSTITUTION George Sirian Meritorious Service Award**. The USS CONSTITUTION chapter of the Surface Navy Association has established this award to recognize the continuation of George Sirian's historic spirit of excellence with regard to technical expertise, dedication, and leadership in today's Chief Petty Officers. This award will recognize the one ESWS-qualified Chief Petty Officer (E-7 only) serving aboard a Surface Force ship who most clearly and fully demonstrates those attributes. The award-winner will receive a 19th Century replica Navy cutlass, a letter of recognition from CNSF and CO, USS CONSTITUTION, and a citation from the USS CONSTITUTION Chapter of the Surface Navy Association. These will be presented aboard USS CONSTITUTION during its annual Chief Petty Officer Leadership Week Turnaround Cruise. Expenses for INCONUS travel will be provided by the Surface Navy Association, while OUTCONUS travel expenses must be funded by award recipient or parent command. Nominees will be considered against the following selection criteria:

a. Demonstration of inspirational leadership in the face of adversity, accomplished with honor, courage and commitment, in the highest traditions of the Naval Service.

b. Demonstration of exceptional seamanship and operational excellence in Surface Warfare skills.

c. Demonstration of exemplary performance in: organization and management skills, mission accomplishment, vision, motivation and leadership, promotion of military service, and mentorship of junior sailors.

Each ISIC can submit one nominee to appropriate TYCOM NLT 06 June. Electronic copies are acceptable. Nomination package (excluding endorsement letters) should be no greater than two typed pages in length (in 10 point font or greater) which:

- Includes full name, rate, date of rate, and one-paragraph biography which includes list of individual awards.
- Specifically addresses each of the six award criteria in para 5222.c above.
- Specifically addresses how the nominee has furthered the art of surface warfare, seamanship and operational excellence.

Final selection is made by the Surface Navy Association, USS CONSTITUTION Chapter.

5223. **American Petroleum Institute (API) Award for Fuels Personnel.** This award recognizes Fuel Officer of the Year, Fuel Chief Petty Officer of the Year, Fuel Petty Officer of the Year, and Fuel Civilian of the Year for excellence in fuel management and fuel-handling operations. Ships and staffs should complete and forward nominations, via the ISIC and Type Commander, to the Naval Operations Logistics Support Center (NOLSC) in accordance with reference (n). Nominations are due to TYCOM on or about 31 January.

5224. **Junior Officer Award for Excellence in Tactics Competition.**

a. The Junior Officer Tactics Competition program will be conducted annually with the selection process continuing throughout each calendar year in order to ensure deploying ships' nominees have the opportunity to compete under the same conditions and standards. Each group and squadron will comprise an independent competitive grouping (i.e. squadron commanders will select a winner from among the ships for whom they are ISIC; group commanders will select a winner from among the ships for whom they are ISIC as well as squadron staffs under their command). Those NRF ships in which Selected Reserve (SELRES) officers regularly serve may additionally nominate a SELRES officer for the JO Tactics Award using the same criteria for evaluation and selection and the same administrative procedures as are used as in the nomination of active duty officers. This nomination is in addition to the nomination made for active duty officers and is to be submitted concurrently with other nominations according to the provisions of this instruction. The ISIC will forward nominations to the type commander through the chain of command.

b. All TAO-qualified officers assigned to ships and squadron staffs in the grade of lieutenant commander and junior, except commanding officers and lieutenant commanders serving as executive officers, are eligible. Also, officers of the Selected Reserve serving in NRF ships, in the grade of lieutenant commander and below, are eligible for nomination for a separate award. Executive officers in the grade of lieutenant or junior may participate. Officers will be eligible for only one award while serving at a single duty station. On or about 15 December (specific date to be promulgated by TYCOM via message each year), the ISIC will select and nominate, by message, one active duty officer, and as applicable one SELRES officer, as the winner of the shiphandling award within the group or squadron. The type commander will review each nomination and award letters of commendation and plaques to the winners.

c. Figure 5-2-3 shall be used as a guide to assure conformity to the maximum extent possible and applicable, recognizing the capabilities/missions of the various ship classes. This form shall not be submitted as part of nomination package.

5225. **Unit Tactics Award**. The Unit Tactics Award is an annual award presented by the surface TYCOM to a single ship in each squadron or group for exceptional performance in the areas of tactics proficiency, preparedness and training.

a. The following criteria are considered in determining the award winner:

(1) Warfare Certification in the following mission areas: AMW, AW, EW, INT, MIW, STW, SW, USW, VBSS (achieved or maintained, as appropriate).

(2) Level of participation in exercises and events such as: FXP exercises, live/simulated torpedo or missile firings, BGIE/OBT/BEWT scenarios conducted, CSSQT scenarios, PASSEXes, SLAMEXes, FIREXes, amphibious or mine countermeasures exercises, and other fleet training events. To be considered, this training must have been reported by appropriate methods: TRAREP, Missile Firing Report, Rapid Torpedo Feedback Firing Report or naval message POSTEX report.

(3) Real-world operations.

b. The Unit Tactics Award winner will fly the Unit Tactics Award pennant for the next year. The winner will be awarded a plaque for retention until the results of the next competition are announced. A nomination, not to exceed two pages in length, will be submitted by the ISIC to reach the Type Commander not later that 30 January. Waivers will not be considered. The winners will be announced by message.

SAMPLE ARLEIGH BURKE AWARD NOMINATION

From: (ISIC)
To: (Type Commander)

Subj: ARLEIGH BURKE TROPHY NOMINATION

Ref: (a) COMNAVSURFORINST 3502.1B (SURFORTRAMAN)
       (b) CINCLANTFLTINST 3590.11E or CINCPACFLTINST 3590.4G

Encl: (1) Comparison Statistics of USS _____

1. Per references (a) and (b), USS _____ is the ISIC nominee for this award.

2. The following information regarding notable achievements by USS _____ during calendar year _____ forwarded (information not covered in enclosure (1), such as):

    a. Actual improvements in readiness, such as readiness ratings and exercise completion data.

    b. Improvement in morale and performance. Include such areas as human relations programs and inspection results, retention statistics, advancement examination results, community relations, and athletic events.

    c. Operational achievements worthy of note, such as major exercise participation, deployment (with noteworthy events), and other examples of extraordinary performance.

    d. Commitments met during the year, such as visits to politically sensitive areas and a statement on whether all commitments were met with explanation of extenuating circumstances.

    e. Unusual factors which may contribute to the nominations, such as evacuation/extraction of civilians or military in contingency situations and nomination for non-BEC awards such as SECNAV Environmental Protection Award.

                           _____
                           (Signature)

Figure 5-2-1

SAMPLE ENCLOSURE (1)

Comparison Statistics of USS _____

FACTOR	COMPETITIVE PERIOD _____ TO _____	COMPETITIVE PERIOD _____ TO _____
Battle Efficiency "E"	_____ of _____	_____ of _____
Number of command excellence awards	_____ of _____	_____ of _____
Retention/reenlistment (statistics)	_____	_____

Provide the following information as available for each competitive period (including dates):

Engineering   Material Inspection results and ISIC
Reliability   evaluation based on day-to-day performance. Include INSURV and
                  engineering qualification results as applicable.

Supply   Logistics Management Assessment results.
Readiness

SHIPHANDLING COMPETITION EVALUATION FORM

_____
Last Name, First Name, M.I., Grade, SSN/Designator

Ship:_____ Billet:_____

COMMAND PRESENCE	JUDG-MENT	USE OF STANDARD COMMANDS	USE OF ENGINES/ RUDDERS	USE OF MOORING LINES	RULES OF ROAD	TIMING/ SMARTNESS
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						

EVALUATION (NOTE 1)
1. Moor to pier.
2. Underway from pier.
3. Moor to and underway from buoy.
4. Anchoring/Underway from anchor.
5. Replenishment at sea (approach).
6. Replenishment at sea (alongside).
7. Man overboard.
8. Piloting into and out of port.
9. Control use of tugs (NOTE 2).

NOTE 1: Outstanding - 5, Excellent - 4, Good - 3, Fair - 2, Poor - 1
NOTE 2: Needs to be evaluated on those ships that use tugs as a matter of routine.

Figure 5-2-2

**JUNIOR OFFICER AWARD FOR EXCELLENCE IN TACTICS
COMPETITION EVALUATION FORM**

_____
Last Name, First Name, M.I., Grade, SSN/Designator

Ship:_____ Billet:_____

CRITERIA:

1. COMMAND PRESENCE:

2. EXPERTISE IN OWN SHIP'S WEAPONS AND SENSORS:

3. EXPERTISE IN TACTICS, TECHNIQUES, AND PROCEDURES:

4. KNOWLEDGE OF THREAT CAPABILITIES:

5. SKILL IN INTERNAL AND EXTERNAL COMMUNICATIONS AND INTERFACES:

Evaluation method to be determined by ISIC, and may include written or oral exams, interviews, case studies, war games, or observation in an exercise or operational environment.

Figure 5-2-3

APPENDIX A

EXERCISE REQUIREMENTS

Ref: (a) OPNAVINST 9200.3
        (b) OP 4446

A-101. **General**. This appendix delineates, in matrix format, required training exercises, inport training drills, and other evolutions that apply to ships and units of the Surface Forces. The matrices are arranged by mission area.

    a. Except for engineering exercises, exercise descriptions are in the Fleet Exercise Publication (FXP) series or, in the case of new exercises not yet published in an FXP, posted on the TYCOM websites. Also posted on the websites are certain Bulletins that are informational in nature. Engineering exercises are contained in a ship's EOCC. Training requirements need to be reviewed frequently. The matrices in this appendix are organized by ship class, but individual differences among ships' configurations within a class may require different training requirements due to the addition, modification or removal of equipment or machinery. Ships should audit these requirements and that contained in their TRMS catalogs with their own specific equipment configuration whenever a new TRMS catalog is received. Changes to training requirements listed in TRMS may be requested by SURFORTRAMAN Feedback request as discussed in Article 1402.

    b. The FXP series publications are no longer distributed in paper copy. They are distributed to all ships via the Navy Warfare Electronic Library (NWEL), a CD-ROM product of the Navy Warfare Development Command, approximately three times per year. They are also available on the Navy Warfare Development Command SIPRNET site at http://www.nwdc.navy.smil.mil/Command/Doctrine/NWEL_pub_mgt/default.cfm.   .

A-102. **Exercise Periodicities and Repetitions.**   Exercises listed in this appendix constitute a continuously repeating set of requirements to ensure ships maintain proficiency in all areas throughout the employment cycle. The periodicity requirements are stated for each exercise with a three step numerical code; e.g., (3,6,9), which indicates that the exercise remains at M1 through the third month following completion, M2 through the sixth, M3 through the ninth and becomes M4 at the start of the tenth. A code of (24,0,0) indicates that the exercise remains at M1 for 24 months and degrades directly to M4 when that period has elapsed. This is typically used to describe exercises like missile firing events that are done only once per cycle. As discussed in Article 4303, TRMS computes a mission area training readiness factor in each mission area based on the currency of the related exercises. Ships should strive to maintain M1 by repeating exercise accomplishment at sufficient frequency.

    a. Normally, an exercise need be completed satisfactorily only once before reporting.

    b. A subsequent unsatisfactory repetition of an exercise results in that exercise being reset to M-4 by the ship in its next TRNGREP.

    c. The training plan developed by the ISIC and ship CO following CART II will complete some portion of these exercises, either through specific events or scenario training that satisfies the objectives of one or more exercises. Ships will report which exercises were accomplished or satisfied during their training with ATG following FEP by TRNGREP.

A-103 **AW Exercises**.

    a. AW-11A-SF/ AW-27-SF. These exercises shall be completed in simulation via embedded training devices and evaluated by ISIC to remain within periodicity. Additionally, these exercises may be evaluated by the Battle Group Commander during BGIE-U. Additional FXP exercises utilizing simulation will be developed and promulgated at a later date. Those FXP exercises will have an established periodicity and will supplement the ISIC observed and BGIE-U training.

b. AW-11C-SF. Determination of exercise success for AW-11C-SF (RAM FRS). Demonstrate two observed engagements each by two Condition Three watch teams (total of four engagements) Although all RAM mounts are not required to engage each presentation, at some point in the exercise all mounts must be demonstrated. Minimum composite score required for exercise credit is 80

A-104. **Engineering Training Exercises**. The engineering training exercises contained in the MOB-E Exercise Matrix are based on the ship's master EOCC loadout. They are divided into four drill families based on commonality of procedures and the ship systems involved. Each family is subdivided into core and elective groupings. Core drills are those considered to be the most significant with respect to plant operation or potential for personnel injury or equipment damage.

a. In order to maintain training readiness, all core drills must be evaluated as effective every 6 months.

b. All elective drills must be evaluated as effective over an 18 month period, which means that approximately one-third must be completed every six months.

c. "Evaluated as effective" is determined as follows:

(1) The goal of conducting ECC drills and evolutions for training and certification is to establish, maintain and certify watchstander and watchteam proficiency using approved propulsion plant procedures installed on the ship. In accordance with reference (a), as cited in the EOSS User's Guide, EOSS, with any authorized deviations approved by the Commanding Officer, is to be strictly adhered to as written, in sequence. Controlling and Immediate Actions for each casualty are intended to be committed to memory. The watchstander should refer to the EOCC procedure as soon as feasible following initial response to the casualty, to ensure all Controlling and Immediate Actions have been completed. The Supplemental Actions and Restore Casualty Sections of the casualty procedure should be referenced after the Immediate Actions are completed. Paragraph 1.5 and 1.6 of the EOSS User's Guide delineates the definition and applicability of "strict adherence" and shall be applied in determining the evaluation of effectiveness of individual drills and evolutions.

(2) Accordingly, a drill is considered effective for training, assessment, and reporting purposes when watchstanders have carried out their EOCC actions in compliance with the EOSS User's Guide, such that there would have been no additional damage or personal injury or risk thereof; plant control is maintained, and the expected outcome is achieved. Plant control includes but is not limited to: the necessary reports between controlling stations, placing the propulsion plant in a stable condition, avoidance of unintended plant casualties and restoration of engineering plant capability of the ship.

(3) Evolutions are effective if the watchstander achieves verbatim compliance with the applicable EOP, NSTM, PMS, manufacturer's or Commanding Officer's approved deviations to EOSS, or locally approved procedures. Inability to follow the approved procedures verbatim, inability to recognize safety hazards and/or the failure to use appropriate personnel protective equipment and failure to report discrepancies noted by the watchstander to supervisory personnel; i.e., space supervisor or EOOW, may cause the evolution to be evaluated as not-effective.

(4) Main Space Fire Drills are assessed using standardized ATG grade sheet and applicable Main Space Fire Doctrine with ship's organization. Broad grading philosophy is:

(a) Effective: Actions of the space watch standers and the repair organization would safely extinguish the fire.

(b) Partially Effective: Actions of one of the teams would safely extinguish the fire.

(c) Not Effective: Actions of neither team would safely extinguish the fire.

d. When the core drills and the required amount of elective drills in a drill family have been completed, the entire drill family will be reported as complete by TRNGREP. The code 9999 will be used in the score field of the elective drills not actually conducted. Exercises shall be completed satisfactorily by each Condition IV watch section

in order to be complete. The ETT will adjust the complexity of drill sets as the watch section's proficiency increases. Engineering proficiency requires more than conducting large numbers of drills. Good drill preparation and feedback, as well as seminars and evolutions training are required to develop proficiency. Drills which use only one shaft or engine room, do not need to be accomplished by both engine rooms in order to be reported as complete; however, the ETT leader will ensure that each space has had exposure to all drills over the course of several training quadrants.

USS DDG 5X ENGINEERING DRILL REQUIREMENT CALCULATION

1. All Core Drills every six months: 20 drills every six months.

2. One-third of all elective drills every six months: $\dfrac{17\,drills}{3} =\sim 6$ drills every six months.

3. Each drill to be accomplished by each watch section: 26 drills x 3 watch sections = 78 drills.

4. Each drill must be effective. UD standard is 50% effectiveness in drills. $\dfrac{78}{.5} = 156$ drills

5. Recognizing that non-deployed ships are underway about one month per quarter and most drills are done underway, this amounts to a drill requirement of about 20 drills per underway week, assuming three watch sections and a .5 effectiveness rate.

Figure A-3 ENGINEERING DRILL REQUIREMENTS

A-105. **Medical Training Exercises**. Medical training exercises support a secondary FSO (Medical) mission for all ships. Since this is a secondary mission, medical exercises are not used to determine a ship's training readiness status in SORTS; however, the medical exercises of this matrix are required to be conducted in the periodicities indicated, and reported by TRNGREP.

A-106. **Self-Observation and Grading of Exercises**. Successful completion of required exercises is the culmination of individual and team training effort. The determination of successful completion of a required training exercise shall be made by the commanding officer. Exercises are not to be credited as completed unless a grade of at least 62.5% was adjudged. Grading will be conducted using the appropriate FXP exercise evaluation criteria or judgment of the appropriate training team where specific criteria are not provided; e.g., engineering casualty control exercises.

A-107 **NSFS Qualification**. Although there are several FXP exercises dealing with NSFS qualification, the only significant readiness information is whether or not the ship is qualified; i.e., successfully completed the FIREX I or II exercise. However, because of the way TRMS computes Mission Area Readiness Factor, it is possible for a ship to be fully qualified, for example, by extending its qualification with a FIREX II exercise, but being reported as less than M1 in AMW because the AMW-1-SF and AMW-2-SF had degraded over time. To avoid this misleading situation, the only AMW exercise for NSFS ships will be a line in the Appendix that says: AMW-2/3-SF, NSFS QUAL MAINTENANCE, (12,18,24). Ships will report against this line by TRNGREP whenever a FIREX I or II has been completed.

A-108 **Naval Surface Fire Support (NSFS) Team Training**

a. The following guidance provides procedures used in scheduling, preparing for and conducting NSFS team training in preparation for NSFS qualification.

b. MK 86 GFCS NTDS mode procedures are detailed in Chapter 7 of Ref (b) and do not require repeating.

c. SCOPE OF TRAINING. Naval Surface Fire Support team training is a five-day (indirect fire) trainer conducted by Expeditionary Warfare Training Group, Atlantic or Pacific, or the applicable ATG in MIDPAC and WESTPAC. Ship naval gunfire support personnel receive classroom instruction in procedures and techniques for their specific tasks. Personnel are then integrated into the team to develop proficiency and coordination on installed

shipboard equipment. Training devices are employed to convert plotting room procedures into fall-of-shot-impact location to determine the accuracy of, or any errors in, these procedures. Team performance is evaluated, procedural errors are pointed out and future effectiveness of the ship as a naval gunfire support unit is evaluated. Training and range safety briefs are designed to prepare the team for the specific exercises to be fired at the appropriate NSFS shore bombardment range, although the team training OPORDER and chart utilized may not be for the qualification range (see paragraph 10).

      d. TRAINING PERIODICITY

        (1). Commanding officers of ships possessing naval surface fire support/shore bombardment capabilities are encouraged to make frequent use of the Naval Surface Fire Support Ship Team Training Course (J-113-0163/0167), to aid in maintaining a high degree of naval gunfire support readiness.

        (2). The following training periodicity requirements are in effect:

        (a) If a ship maintains M-2 or better (through periodic FIREX I and/or II exercises), attendance at formal team training is not required.

        (b) If a ship fails a FIREX II qualification attempt, the appropriate two-day NSFS refresher team training should be conducted within 90 days of attempting to requalify (FIREX I or FIREX II).

        (c) If a ship drops to M-4 in NSFS qualification they must complete the appropriate NSFS team training within 90 days before firing for qualification (FIREX I).

        (d) If a ship experiences a turnover in a critical team billet (critical team billet is defined as the Gunnery Liaison Officer (GLO), R/T talker, CIC Supervisor, COC operator (MK86), WCC operators (MK 86), GCO (MK 34), Plot Safety Observer they must complete the 5-day course within 90 days of firing for requalification (FIREX I if M-3/M-4, FIREX II if M-1/M-2). The ship's ISIC may waive the requirement for a 5-day course and the ship may attempt the 2-day refresher if there has been a turnover of only one critical team member (except for the GLO).

        (3). Waivers of the 90 day limit will be considered by the Force NSFS Officer on a case by case basis.

    e. SCHEDULING

        (1). EASTPAC. Quota control and scheduling is maintained by EWTGPAC. Verification of available training dates by telephone liaison with the NSFS scheduling officer at commercial (619) 437-3748 or DSN 577-3748 is recommended before submission of a formal message request. With prior liaison, requests for NSFS team training should be confirmed by message to EWTGPAC Code N533 as indicated in the sample below.

```
R DTG
FM USS _____TO EWTGPAC SAN DIEGO CA//N533//
INFO COMNAVSURFPAC SAN DIEGO CA//N3/N8/N81/N813//
ISIC
BT
UNCLAS //N01500//
MSGID/GENADMIN/ORIGINATOR//
SUBJ/NGFS TEAM TRAINING (J-113-0163 [MK 34 SHIPS])[OR J-113-0167 FOR MK86 SHIPS]//
REF/A/TEL/_____/(DATE)//
AMPN/(Advance telephone liaison)//
POC/GUNNER/LTJG/USS _____/TEL:123-456-7890/EMAIL: GUNNER@_____.NAVY.MIL//
RMKS/1. IAW REF A, REQUEST NGFS MTT (DATE) INPORT (LOCATION).//
BT
```

        (2). MIDPAC. Quota control and scheduling is maintained by ATG MIDPAC. Quotas may be reserved by phone between the hours of 0800-1030 and 1230-1500 on normal working days, but must be confirmed in writing before the class convening date. Cancellations by phone must also be confirmed in writing.

(3). WESTPAC. Quota control and scheduling is maintained by ATG WESTPAC. Quotas may be reserved by phone, but must be confirmed by message before the class convening date. Cancellations by phone must also be confirmed by message.

(4). NAVSURFLANT.

a Quota control and schdeduling is maintained by Local Training Authority (LTA). Naval Surface Fire Support (NSFS) is available in the schoolhouse at EWTGLANT Norfolk for MK86 ships and MTT only for all MK34 ships as well as Pascagoula and Mayport based ships. All schedule adjustments beyond a maximum of one course convening per week must be approved by EWTGLANT NSFS OIC.

(i) Required information for units requesting NSFS training:
(1) Live fire dates if applicable.
(2) Desired location of training.
(3) Whether course is for training or certification.
(4) All standard data used for inport team trainer requests

(ii) Priority for quota assignment will be:
(1) Ships within 90 days of live fire quals.
(2) Ships deploying
(3) Ships within 180 days of live fire quals.
(4) Ships replacing team members outside of 180 days of live fire.

(b) Policy for NSFS training: All ships preparing to conduct NSFS qualification are required to schedule two weeks with EWTGLANT NSFS Training Team. The first week will be a dedicated training week scheduled within 180 days of live fire qualifications. The second week shall be scheduled at least three weeks after the first session and will be used for conducting the classroom qualification that is required within 90 days prior to conducting the live fire qualification. Ships that perform exceptionally well during the training week may have the first session upgraded to a classroom qualification at CNSL N654 discretion.

f. NSFS REFRESHER TRAINING. Two-day NSFS refresher training, applicable to all indirect fire ships, is offered for ships that have not had key personnel turnover and are schedule to conduct a FIREX I qualification within the next 90 days. Course numbers for the applicable fire control system are the same as for full trainers.

g. MOBILE TEAM TRAINING. In PACFLT, all courses will be conducted aboard ship. Courses for MK 34 and MK 86 systems must be conducted as MTT's due to lack of training simulators.

h. PERSONNEL REQUIREMENTS. Personnel required for team training are listed below by fire control system type. The purpose of the course of instruction is to train one ship's team in the techniques of NSFS. Recommend cross-training be accomplished on board ship.

(1). Mk 86 COI (J-113-0167)
CIC TEAM
GLO
CIC Supervisor (E-6 or above)
Navigation Plotter
Navigation Recorder
Target Plotter
R/T Talker
R/T Recorder
PLOT TEAM
COC Operator
WCC Operators
Plot Safety

(2). Mk 34 COI (J-113-0163)
     CIC TEAM
     GLO
     CIC Supervisor (E-6 or above)
     Navigation Plotter
     Navigation Recorder
     Target Plotter
     R/T Talker
     R/T Recorder
     PLOT TEAM
     GCO Operator
     Plot Safety

i. PREPARATION FOR TRAINING

(1). Publication Familiarity. All cognizant personnel shall be familiar with pertinent information in ATP-4E, ship's combat systems/gunnery doctrine, combat charts/military grid reference system and this bulletin before attending the course in order to receive maximum benefit from the training.

(2). Experience and Equipment Familiarity. This training does not include fundamental training in gunnery procedures, equipment operations, radio-telephone procedures, or basic navigation. Personnel assigned to training will possess at least a basic understanding of their assigned position and have, at a minimum, an interim PQS qualification to perform the task which falls under their cognizance.

(3). A pre-training message will be sent prior to the scheduled training. The message will reiterate much of the above and give additional guidance in preparing for training.

j. TRAINING OPORDER. The EWTGPAC training team will provide the necessary OPORDER and charts during training.

k. TEAM EVALUATION. During training, practice problems will be conducted and evaluated. At the end of training, a comprehensive battle problem will be presented followed by written examinations for the CIC and Plot teams. The results of training will be compiled and a formal training evaluation letter mailed to the ship's commanding officer. This report is intended to give the commanding officer an estimate as to how well the ship's team may perform under live fire conditions.

A-109 **Shore Fire Control Party Training Support**

a. GENERAL. This guidance outlines the responsibility of ships assigned to support Shore Fire Control Party (SFCP) training. EWTGPAC and various USMC personnel throughout MARFORPAC require support for SFCP spotters. This training includes live spotting practice during actual firing exercises. Only qualified or qualifying NSFS capable ships may be assigned to provide live firing support for any of these SFCP training commands.

(1). Ammunition Requisition and Expenditure Reporting. The supported unit will inform assigned ships of their minimum requirements well in advance of the scheduled exercises. The ship is then responsible for requisitioning and making arrangements for loading the required ammunition. Expenditures are reported in the normal way using a standard Ammunition Transaction Report (ATR). The ammunition fired during SFCP support exercises will be charged against the firing ship's non-combat expenditure allocation (NCEA) in accordance with CNSP direction.

(2). Briefings. The supported unit is encouraged to liaison with the firing ship concerning exercise procedures and range requirements.

(3). Ammunition, Exercise, and Safety Requirements during SFCP Training.

(a) About one month before the scheduled exercise the firing ship will receive a pre-exercise message from the supported command. It will include scheduling details such as exercise date, commencement time and duration, ammunition requirements (mix and amount) and the name of the person who will act as the point of contact at the supported command.

(b) Ships should be prepared to conduct any type of NSFS mission; however, since call-for-fire missions provide the best training for the SFCP trainees, there is likely to be a preponderance of call-for-fire missions during SFCP training.

(c) Normal safety precautions for live firing exercises are fully applicable during SFCP training.

a. NSFS QUALIFICATION DURING SFCP TRAINING

(1). Normal practice is to assign NSFS-qualified ships to support SFCP training. However, unqualified ships may conduct spotter services if they are on the range to conduct a FIREX qualification. Unless authorized by COMTHIRDFLT, qualifying ships will provide at least one day of spotter services for each day they are on the range conducting FIREX qualification.

A-110. **Safety Practices During Exercises**

a. Strict adherence to safety standards is of paramount importance and is a command responsibility. Prevention of accidents and elimination of unsafe practices must be pursued aggressively at all levels. Many safety violations can be corrected on the spot; others require modification of procedures.

b. Whether self-observed or observed by another command, repeated minor violations of safety precautions is adequate reason to consider exercise performance unsatisfactory.

AMW EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
AMW-2/3-SF (12,18,24) NSFS QUAL MAINTENANCE (FIREX I/II)[1]					X	X	X									
AMW-4-SF (6,9,12) EMBARK PLANNING										X	X	X		X		
AMW-5-SF (3,6,9) ASSAULT BOAT HOIST AND LOWERING										X	X	X		X		
AMW-6-SF (6,9,12) EMBARK/DEBARK LANDING CRAFT -WELL DECK										X	X	X		X		
AMW-7-SF (6,9,12) EMBARK/DEBARK LCAC WELL DECK										X	X	X		X		
AMW-8-SF (3,6,9) CONTROL AND TRACKING OF BOAT WAVES										X	X	X		X		
AMW-11-SF (3,6,9) SURF OBSERVATION AND MSI CALCULATIONS										X	X	X		X		
AMW-12-SF (12,18,24) BASIC CARGO HANDLING										X	X	X		X		
AMW-13-SF (6,9,12) BASIC WELL DECK CARGO HANDLING										X	X	X		X		
AMW-16-SF (6,9,12) WELL DECK CARGO HANDLING										X	X	X		X		
AMW-20-SF (6,12,18) LARC V WET WELL OPERATIONS										X	X	X		X		
AMW-27-SF (6,12,18) ASSAULT CRAFT HANDLING IN WET WELL OPERATIONS										X	X	X		X		
AMW-28-SF (12,18,24) CONTROL SHIP-SHORE MOVE (DAY)										X	X	X		X		
AMW-29-SF (6,12,18) CONTROL OF SHIP-SHORE MOVE (LOW VISIBILITY)										X	X	X		X		
AMW-30-SF (12,18,24) CONTROL SHIP-SHORE MOVE (NIGHT)										X	X	X		X		

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[1] MUST BE ACCOMPLISHED AS EARLY AS SCHEDULE PERMITS. REFER TO ARTICLE A-107.

AMW EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
AMW-34-SF (6,9,12) EMBARK/DEBARK AAV FROM WELL DECK[2]										X	X	X		X		
AMW-36-SF (6,9,12) U/W LAUNCH AAV[3]										X	X	X		X		
AMW-37-SF (6,9,12) CONTROL AAV SHIP-SHORE MOVEMENT[4]										X	X	X		X		
AMW-38-SF (6,9,12) AAV SHIP-SHORE MOVE										X	X	X		X		
AMW-39-SF (12,18,24) LCU STERNGATE MARRIAGE TO WELL DECK										X	X	X		X		
AMW-46-SF (6,9,12) RECEIVING AND HANDLING CASUALTIES IN A WELL DECK										X	X	X		X		
AMW-61-SF (6,9,12) CONTROL LCAC SHIP-SHORE MOVEMENT										X	X	X		X		
AMW-69-SF (12,24,36) AMPHIB ENVIRONMENTAL SUPP									X	X	X					
AMW-70-SF (12,18,24) LAUNCH/ RECOVERY OF CRRC										X	X	X		X		
AMW-71-SF (12,18,24) CRRC RAID PLAN										X	X	X		X		
AMW-1-I (4,8,12) VERTICAL ENVELOPMENT										X	X	X				
AMW-6-I (6,12,18) HELO LAUNCH/ RECOVERY (EMCON)									X	X	X	X		X		
AMW-7-I (6,12,18) INSTRUMENT APPROACH A/C RECOVERY									X	X	X	X		X		
AMW-8-I (6,12,18) HELO TROOP EMBARK/DEBARK										X	X	X		X		
AMW-9-I (6,12,18) HELO LOAD/ UNLOAD										X	X	X		X		
AMW-12-I (6,9,12) COMBAT FLIGHT OPS										X	X	X		X		
AMW-13-I (6,9,12) COMBAT FLIGHT OPS (EMCON)										X	X	X		X		

AMW EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
AMW-14-I (6,9,18) CONTROL HELO CIC/HDC										X	X					
AMW-15-I (9,18,24) CONTROL HELO (EMCON)										X	X					
AMW-16-I (6,12,18) RECEIVE/HANDLE CASUALTIES FROM HELO										X	X	X		X		
AMW-17-I (6,12,18) SAC										X	X					
AMW-18-I (6,12,18) LOST PLANE EMERGENCY TANKING ASSISTANCE										X	X					
AMW-19-I (3,6,9) AIC										X	X					
AMW-20-I (6,12,18) CONTROL ASSAULT A/C TACC/HDC										X	X					
AMW-21-I (12,18,24) AVIATION ORDNANCE STRIKE UP										X	X	X				
AMW-22-I (3,6,9) HELO NVD OPS[5]										X	X	X		X		
AMW-23-I (3,6,9) EMERGENCY DEFENSE OF THE ATF										X	X	X		X		

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[5] NVG CERTIFIED SHIPS ONLY.

AW EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
AW-2-SF (24,0,0) LINK 11 OPS	X				X	X	X	X	X	X	X		X			
AW-3-SF (3,6,9) RADAR IFF TRACKING	X	X	X		X	X		X	X	X	X	X	X	X		
AW-4-SF (24,0,0) AA TGT DESIGNATION AND ACQUISITION (NON-FIRING)		X	X		X	X	X	X		X	X		X			
AW-6-SF (24,0,0) S/S AIR TARGET DETECTION, TRACK, DESIG & ACQ		X	X		X	X	X	X		X	X		X			
AW-7-SF (3,6,9) TACTICAL AAW		X	X		X	X	X	X		X	X		X			
AW-11A-SF (24,0,0) SUBSONIC ASMD STREAM RAID(SIMULATION)[1]		X	X		X	X	X			X	X		X			
AW-11C-SF RAM FRS SIMULATOR (NON-FIRING) (24,0,0)						X				X	X		X	X		
AW-12-SF (24,0,0) AA GUNNERY					X	X	X	X								
AW-15-SF (24,0,0) INFO PROCEDURES					X	X	X	X	X	X	X		X			
AW-17-SF (24,0,0) LINK 11 INTRUSION-JAMMING	X				X	X	X	X	X	X	X		X			
AW-20-SF (24,0,0) CIWS READINESS EVAL	X	X	X		X	X	X	X	X	X	X	X		X		
AW-21-SF (24,0,0) CIWS FIRING	X	X	X		X	X	X	X	X	X	X	X		X		
AW-24-SF (24,0,0) DTE SEQUENCE (N0N -FIRING)		X	X		X	X	X	X		X	X		X	X		
AW-26-SF (24,0,0) LINK 4A AIC					X		X			X	X					
AW-27-SF (24,0,0) UPER-SONIC ASMD (SIMULATION) LOW ALT[1]					X		X									
AAW-3-I (24,0,0) AIC					X		X			X	X					
AAW-4-I (24,0,0) LOST PLANE HOMING	X	X	X		X	X	X	X	X	X	X	X	X	X		
AAW-5-I (24,0,0) AA TGT DESIG/ACQ IN A MUL TGT ENV-CAP COORD					X		X			X	X					

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[1]   EXERCISE WILL BE CONDUCTED VIA SIMULATION USING EMBEDDED TRAINING
      DEVICES OR AS PART OF BGIE-U.

AW EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
AAW-7-I (24,0,0) ECCM-CAP COORD IN MECH JAMMING					X	X	X			X	X					
AAW-8-I (24,0,0) TAC AAW CAP/MSL COORD					X		X			X	X					
AAW-9-I (24,0,0) TAC AAW CAP/MSL COORD WITH COUNTERMEASURES					X		X			X	X					
AAW-10-I (24,0,0) COORD CAP/MSL EMPL					X		X				X					
AAW-11-I (24,0,0) COORD CAP/MSL EMPL IN ECM ENVIRON					X		X	X			X					
AAW-13-I (24,0,0) CINTEX					X		X	X		X	X					
AAW-14-I (24,0,0) A/C CONTROL-ASM PLATFORM/ASM INTERCEPT					X		X			X	X					

C2W EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
C2W-2-SF (3,6,9) ES DETECTION, ANALYSIS AND REPORT [1]	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-3-SF (3,6,9) EXT EMCON	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
C2W-4-SF (3,6,9) EMCON SET AND MODIFICATION	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
C2W-5-SF (3,6,9) SATELLITE VULNERABILITY	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
C2W-6-SF WATCH EVAL(3,6,9) [1]	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-7-SF (12,18,24) COMP EW EX PH I [2]	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-8-SF (12,18,24) COMP EW EX PH II [2]	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-9-SF (12,18,24) COMP EW EX PH III [2]	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-10-SF (12,18,24) COORD MULTI-SHIP EW	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-11-SF (6,12,18) CHAFF FIRING [4,5,6]	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-12-SF (12,18,24) LAMPS MK III U/W DEMO [2]					X	X	X	X								
C2W-13-SF (12,18,24) MISSILE/THREAT ELECTRONIC ATTACK [12]		X	X		X	X	X	X	X	X	X		X			
C2W-14-SF (12,18,24) EW ASSESSMENT	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-15-SF (6,12,18) MK36 DECOY LOADEX	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-16-SF (12,18,24) COORD CHAFF FIRING	X	X	X		X	X	X	X	X	X	X	X	X	X		
C2W-30-SF (3,6,9) DETECTION, CLASSIFICATION, TRACKING AND REPORTING (DCT&R) [3]					X	X	X			X	X					
C2W-33-SF (12,18,24) TACTICAL AIR TARGETING [3,4]					X	X	X				X					
C2W-36-SF (3,6,9) GCCS-M (SCI)										X	X		X			

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[1] CONDUCT ONCE PER WATCH SECTION.
[2] ACCOMPLISH DURING COMPTUEX FOR ALL EMBARKED AIRCRAFT.

C2W EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
C2W-37-SF (12,18,24) RADIO DIRECTION FINDING EXERCISE [3,10]					X	X	X			X	X					
C2W-38-SF (1,2,3) Cryptologic Stimulator Exercise (CSE)[3]					X	X	X			X	X		X			

[3] APPLIES TO THOSE SHIPS WITH CTR PERSONNEL ASSIGNED.
4 ONLY APPLIES TO AN/SLQ-32 (V)3 EQUIPPED SHIPS.

CCC EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
CCC-1-SF (3,6,9) SYSCON FLT BCST	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-2-SF (6,12,18) COMM OP PLANNING	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-3-SF (6,12,18) HELO LVA CONTROL	X	X	X		X	X	X	X	X			X	X	X		
CCC-4-SF (3,6,9) SYSCON SHIP TERM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-5-SF (3,6,9) SYSCON SECURE VOICE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-6-SF (3,6,9) R/T DRILLS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-7-SF (3,6,9) TACTICAL MANEUVERS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-8-SF (3,6,9) TTY CKT PROCEDURES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-9-SF (3,6,9) FLAGHOIST	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-10-SF (3,6,9) FLASHING LIGHT	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-11-SF (3,6,9) SEMAPHORE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-12-SF (6,12,18) IMITATIVE DECEPTION	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-13-SF (6,12,18) EAP EMERGENCY DESTRUCTION	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-15-SF (3,6,9) NTDS INITIATION AND OPS					X		X	X	X	X		X				
CCC-16-SF (6,12,18) AEGIS DOCTRINE MANAGEMENT					X		X									
CCC-17-SF (3,6,9) LINK 11 FAST FREQ CHANGES					X	X	X	X	X	X	X		X			
CCC-19-SF (24,0,0) COMPREHENSIVE COMMUNICATIONS ASSESSMENT [1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-20-SF (6,12,18) SYSCON SI TERM TTY/ZULU TERM (D&G SYS) [2]					X	X	X		X	X	X		X			
CCC-21-SF (6,12, 18) SYSCON OPINTEL BCST/SI COM (N SYS)[3]					X	X	X		X	X	X					

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[1] TO BE EVALUATED BY ISIC

2 SHIPS PERMANENTLY MANNED BY CTs.

CCC EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
CCC-22-SF (6,12, 18) SYSCON SPRAC NET (ROMEO System) [2]					X	X	X		X	X	X		X			
CCC-23-SF (3,6,9) CRITIC HANDLING EXERCISE [2]					X	X	X		X	X	X		X			
CCC-24-SF (3,6,9) SYSCON NB/WB SATCOM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
CCC-25-SF (3,6,9) SYSCON SHF SATCOM [3]	X				X				X	X	X		X			
CCC-26-SF (3,6,9) SYSCON EHF SATCOM [3]	X	X	X		X	X	X		X	X	X	X	X	X		
CCC-29-SF (3,6,9) OTCIXS/TADIX SYS EX					X	X	X	X	X	X	X	X	X			
CCC-30-SF (3,6,9) OTAT/OTAR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-32-SF (3,6,9) SYSCON – DAMA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-33-SF (3,6,9) SYSCON – HAVEQUICK11 [3]	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
CCC-34-SF (3,6,9) SYSCON - SINGLE AUDIO SYSTEM (SAS) AND BLACK AUDIO SWITCH (BAS) [3]	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
CCC-35-SF (3,6,9) SYSCON – NAVMACS [3]	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
CCC-36-SF (3,6,9) SCI ADNS COMMS OPERATIONS [2]					X	X	X		X	X	X		X			
CCC-37-SF (3,6,9) ADNS COMMS OPERATIONS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-38-SF (3,6,9) SYSCON INMARSAT SATCOM		X	X	X	X	X	X	X	X			X	X	X	X	X
CCC-39-SF (3,6,9) SYSCON 5KHZ SATCOM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-40-SF (3,6,9) SYSCON INFORMATION SYSTEMS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-41-SF (3,6,9) INFORMATION ASSURANCE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CCC-42-SF (3,6,9) LINK 11 OPERATIONS	X				X	X	X	X	X	X	X		X			
CCC-43-SF (3,6,9) LINK 16 OPERATIONS	X				X		X		X	X	X		X			
CCC-44-SF (6,12,18) MULTI-LINK OPERATIONS[4]	X				X		X		X	X	X		X			

CCC EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
CCC-45-SF (6,12,18) SATELLITE LINK 11 OPERATIONS[4]	X				X		X		X	X	X		X			
CCC-46-SF (6,12,18) SATELLITE LINK 16 OPERATIONS[4]	X				X		X		X	X	X		X			

FSO – M EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
FSO-M-1-SF (6,12,18) BATTLE DRESSING STATION	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-2-SF (6,12,18) PERS CASUALTY TRANSPORT	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-3-SF (3,6,9) COMPOUND FRACTURES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-4-SF (3,6,9) SUCKING CHEST WOUND	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-5-SF (3,6,9) ABDOMINAL WOUND	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-6-SF (3,6,9) AMPUTATION	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-7-SF (3,6,9) FACIAL WOUND	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-8-SF (3,6,9) ELECTRIC SHOCK	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-9-SF (6,12,18) MASS CASUALTY	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-10-SF(3,6,9) SMOKE INHALATION	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FSO-M-11-SF(3,6,9) BURNS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

FSO-M EXERCISES-SHIPS

A-16

FSO-S EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
FSO-S-1-SF (4,8,12) DIVER REQUALIFICATION				X												
FSO-S-2-SF (6,12,18) SURFACE DECOMPRESSION				X												
FSO-S-3-SF (6,12,18) RECOMPRESSION CHAMBER TRAINING				X												
FSO-S-4-SF (4,8,12) DIVER STATION EMERGENCY				X												
FSO-S-5-SF (36,0,0) UNDERWATER HULL INSPECTION				X												
FSO-S-8-SF (6,12,18) UNDERWATER PHOTOGRAPHY				X												
FSO-S-9-SF (6,12,18) HAND-HELD SONAR TRAINING				X												
FSO-S-11-SF (6,12,18) UNDERWATER HYDRAULIC/ PNEWMATIC TOOL TRAINING				X												
FSO-S-12-SF (36,0,0) UNDERWATER CUTTING				X												
FSO-S-13-SF (36,0,0) UNDERWATER WELDING				X												
FSO-S-14-SF (12,18,24) UNDERWATER PATCH AND DE-WATER				X												
FSO-S-15-SF (6,12,18) SALVAGE PONTOON/LIFT BAG				X												
FSO-S-17-SF (36,0,0) DEMOLITION TRAINING				X												
FSO-S-18-SF (36,0,0) FMGS TRAINING				X												
FSO-S-19-SF (36,0,0) BEACH GEAR OPERATIONS				X												
FSO-S-20-SF (36,0,0) OFFSHIP FIREFIGHTING				X												
FSO-S-21-SF (12,18,24) PUMPING OPERATIONS				X												
FSO-S-22-SF (36,0,0) LIVERPOOL BRIDLE/RETRACTION				X												
FSO-S-23-SF (36,0,0) UNDERWAY TOW ALONGSIDE				X												
FSO-S-24-SF (36,0,0) RECOVERY SUBMERGED WEIGHT				X												
FSO-S-25-SF (36,0,0) HAWKING				X												

FSO-S EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
FSO-S-26-SF (36,0,0) MULITPLE POINT MOOR				X												

INT EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DDG963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
INT-1-SF(BF) (6,12,18) AIRCREW EVENT BRIEF [1,2]					X	X	X			X	X		X			
INT-2-SF(BF) (6,12,18) AIRCREW EVENT DEBRIEF [1,2]					X	X	X			X	X		X			
INT-2-SF(MS) (1,2,3) INTEL COLLECTION AND REPORTING [1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
INT-3-SF(BF) (1,2,3) INTEL AREA THREAT BRIEF [1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
INT-6-SF(IS) (1,2,3) INTEL INFORMATION RETRIEVAL [1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
INT-6-SF(OP) (3,6,9) OPERATIONAL INTELLIGENCE DATA COLLATION [1,2]	X				X	X	X			X	X	X	X			
INT-7-SF(IS) (2,4,6) OPERATIONAL INTELLIGENCE [1,2]	X				X	X	X			X	X		X			
INT-7-A(MS) (6,12,18) AIRBORNE MARITIME SURVEILLANCE [1,2]					X	X	X			X	X		X			
INT-7-SF(OP) (1,2,3) INTEL SUPPORT TO FORCE PROTECTION PLANNING [1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
INT-8-SF(IS) (6,12,18) IMAGERY INTERPRETATION										X	X					
INT-8-SF(OP) (2,4,6) INTEL SUPPORT TO MARITIME INTERDICTION OPERATIONS [1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
INT-10-A(MS) (6,12,18) AIRBORNE MARITIME PHOTOGRAPHY AND RIGGING [1,2]					X	X	X			X	X		X			
INT-12-SF(MP) (6,12,18) INTEL SUPPORT TO PLANS FOR NEO [2]	X									X	X	X				
INT-13-SF(MP) (6,12,18) IMAGERY SUPPORT TO TACTICAL STRIKE PLANNING										X	X					

[1] Not applicable to DDG FLT I (DDG51-78)
[2] Not applicable to PACFLT AGF, LCC, or LPD class ships

LOG EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
LOG-3-SF (3,6,9) VERTREP		X	X													
LOG-4-SF (3,6,9)(6,12,18 FOR LHA/LHD) DAY U/W FUEL		X	X							X	X					
LOG-5-SF (3,6,9) (6,12,18 FOR LHA/LHD) NIGHT U/W FUEL		X	X							X	X					
LOG-6-SF (3,6,9) DAY U/W PROV		X	X													
LOG-7-SF (3,6,9) NIGHT U/W PROV		X	X													
LOG-8-SF (3,6,9) (6,12,18 FOR LHA/LHD) EMERG BREAKAWAY		X	X							X	X					

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MIW EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
MIW-1-SF (1,2,3) MINESWEEPING MECHANICAL GEAR															X	
MIW-2.5-SF (6,9,12) COMBO INFLUENCE MINESWEEPING[1]															X	
MIW-4.1.1-SF (1,2,3) MINEHUNT - SEARCH															X	X
MIW-4.1.2-SF (1,2,3) MINEHUNT-REACQUISITION															X	X
MIW-4.1.3-SF (1,2,3) MINEHUNT - VDS															X	X
MIW-4.1.4-SF (1,2,3) MINEHUNT SECONDARY PLOT															X	X
MIW-4.4-SF (2,3,6) CONTACT MARKING															X	X
MIW-4.7.1-SF (3,6,9) MNV OPS - MOORED MINES															X	X
MIW-4.7.2-SF (3,6,9) MNV OPS - BOTTOM MINES															X	X
MIW-4.7.3-SF (3,6,9) MNV OPS - LOW VIS															X	X
MIW-8.6-SF (12,18,24) TRANSITING MINEABLE WATERWAYS					X	X	X	X							X	X
MIW-8.7-SF (3,6,9) TRANSIT SWEPT CHANNEL	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
MIW-11.1-SF (3,6,9) ROUTE SURVEY OPS															X	X
MIW-12-SF (3,6,9) Q-ROUTE MANUAL DATA COLLECTION															X	X
MIW-X3-SF (3,6,9) SONAR COND CHECK[2]															X	X
MIW-X14-SF (3,6,9) MINE AVOIDANCE[3]															X	X
MIW-X15-SF (3,6,9) EOD DIVING DRILL[4]															X	X
MIW-X16-SF (3,6,9) MIW ENVRNMNT RPTG[5]															X	X

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[1] ALL APPLICABLE MAGNETIC AND ACOUSTIC GEAR COMBINATIONS, AS DESIGNATED BY
     ISIC, SHALL BE DEMONSTRATED PRIOR TO REPORTING SATISFACTORY COMPLETION.
[2] CONDUCT IAW BULLETIN NR MIW-3
[3] CONDUCT IAW BULLETIN NR MIW-1
[4] CONDUCT IAW BULLETIN NR MIW-2

MIW EXERCISES - SHIPS

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[5] CONDUCT IAW BULLETIN NR MIW-4

MOB-D EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 4 1 / 4 9	M C M	M H C 5 1
MOB-D-2-SF[1] (3,6,12) RELIEF OF VITAL STATIONS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-3-SF (1,2,3) MANNING BATTLE STATIONS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-4-SF (3,6,12) EMERG INTERIOR COMMS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-5-SF (3,6,12) TOPSIDE DAMAGE[2]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-6-SF (18,0,0) RIGHTING SHIP[3]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-7-SF (6,12,18) PROV CASUALTY POWER	X	X	X		X	X	X	X	X	X	X	X	X	X		
MOB-D-8-SF (6,9,12) MAJOR CONFLAG/FBP[4]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-9-SF (3,6,9) MAIN PROP SPACE FIRE (INPORT)[5]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-10-SF (6,12,18) RESCUE/ASSISTANCE (IN PORT/UNDERWAY)[6]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-11-SF (3,6,12) SETTING MATERIAL COND:PHASE 1 YOKE, PHASE 2 ZEBRA[6]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-12-SF (3,6,12) U/W HULL DAMAGE PH 1 AND 2.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-13-SF (3,6,9) SHORING[6]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-14-SF (1,2,3) FIRE EXTINGUISHING SMOKE CLEARING[6]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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[1] CONDUCT MOB-D-2-SF ICW ANY OF THE FOLLOWING: MOB-D-8, 9, 14 OR 15-SF.

[2] CONDUCT MOB-D-5-SF ICW ANY OF THE FOLLOWING: MOB-D-13,14 OR 15-SF.

[3] EXERCISE TO BE SUCCESSFULLY COMPLETED ONCE PRIOR TO DEPLOYMENT AT INTERVALS NOT TO EXCEED 18 MONTHS.

[4] SAMPLE MAJOR CONFLAGRATION SCENARIO CONTAINED IN STM BULLETIN 1201.

[5] EXERCISE TO BE SUCCESSFULLY COMPLETED BY EACH AUXILIARY STEAMING SECTION (WHEN NOT UNDERWAY) AND REPORTED AS ONE EXERCISE COMPLETION. UNDERWAY MAIN PROPULSION SPACE FIRE TRAINING REQUIREMENTS ARE DESCRIBED IN MOB-E SECTION UNDER MCBF.

[6] CONDUCTED BY EACH INPORT EMERGENCY TEAM AND DCRS (UNDERWAY). REPORTED AS ONE COMPLETION.

MOB-D EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
MOB-D-15-SF (6,12,18) CHEMICAL ATTACK	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-D-17-SF (6,12,18) AVIATION FUEL SYS CASUALTY										X	X	X				
MOB-D-18-SF (3,6,12) A/C CRASH AND FIRE										X	X					
MOB-D-20-SF (3,6,12) ISOLATE/PATCH DAMAGED PIPE	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X
MOB-D-21-SF (3,6,12) MAJOR FLOOD MAIN PROPULSION SPACE[6]	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X
MOB-D-22-SF (3,6,12) HANGER DECK A/C FIRE										X	X					
MOB-D-24-SF (6,12,18) DARKEN SHIP	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X
MOB-D-26-SF (3,6,12) AIRCRAFT FUELING STATION FIRE	X	X	X		X	X	X	X	X	X	X	X	X	X		
MOB-D-27-SF (1,2,3) HELO CRASH F/F	X	X	X	X	X	X	X	X	X	X	X	X		X		
MOB-D-31-SF (3,6,9) TOXIC GAS[6]	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X

MOB-E EXERCISES – STEAM SHIPS

EXERCISES	AGF	AOE 1	LCC	LHA	LHD	LPD 4	
MAIN ENGINE / SHAFTING FAMILY CORE DRILLS							
MHMEB (3,6,12) HOT BRG MAIN ENG	X	X	X	X	X	X	
MLLOP (3,6,12) LOSS L/O PRESSURE MAIN ENGINE	X	X	X	X	X	X	
MLVMC (3,6,12) LOSS VACUUM MAIN CONDENSER	X	X	X	X	X	X	
MMLOL (3,6,12) MAJ L/O LEAK MAIN ENGINE	X	X	X	X	X	X	
MAIN ENGINE / SHAFTING FAMILY ELECTIVE DRILLS							
MHLSB (3,6,12) HOT LINE SHAFT BRG	X	X	X	X	X	X	
MJT (3,6,12) JAMMED THROTTLE	X	X	X	X	X	X	
MNVME (3,6,12) NOISE/VIBRATION MAIN ENGINE/SHAFT	X	X	X	X	X	X	
BOILER FEEDWATER FAMILY CORE DRILLS							
MFBAC (3,6,12) FIRE BLR AIR CASE	X	X	X	X	X	X	
MHBS (3,6,12) HEAVY BLACK SMOKE	X	X	X	X	X	X	
MHBWL (3,6,12) HIGH WATER BOILER	X	X	X	X	X	X	
MLBWL (3,6,12) LOW WATER BOILER	X	X	X	X	X	X	
MLCA (3,6,12) LOSS CONTROL AIR	X	X	X	X	X	X	
MLMFC (3,6,12) LOSS MAIN FEED CONTROL	X	X	X	X	X	X	
MLWDT (3,6,12) LOW WATER DFT	X	X	X	X	X	X	
MMFOL (3,6,12) MAJOR F/O LEAK	X	X	X	X	X	X	
MWS (3,6,12) WHITE SMOKE	X	X	X	X	X	X	
BOILER FEEDWATER FAMILY ELECTIVE DRILLS							
MBEX (3,6,12) BOILER EXPLOSION	X	X	X	X	X	X	
MLOBF (3,6,12) LOSS BOILER FIRES	X	X	X	X	X	X	
MRBT (3,6,12) RUPTURED BOILER TUBE	X	X	X	X	X	X	
MRDFP (3,6,12) RUPTURED DFT PIPE	X	X	X	X	X	X	

MOB-E EXERCISES - STEAM SHIPS

EXERCISES	AGF	AOE 1	LCC	LHA	LHD	LPD 4	
ELECTRICAL FAMILY **CORE DRILLS**							
MHBTG (3,6,12) HOT BRG SSTG	X	X	X	X	X	X	
MLLOPT (3,6,12) LOSS L/O PRESSURE SSTG	X	X	X	X	X	X	
MLVAC (3,6,12) LOSS VACUUM AUX CONDENSER	X	X	X	X	X	X	
ELECTRICAL FAMILY **ELECTIVE DRILLS**							
MCCFG (3,6,12) CLASS C FIRE GEN	X	X	X	X	X	X	
MLOLT (3,6,12) L/O LEAK SSTG	X	X	X	X	X	X	
MNVTG (3,6,12) UNUSUAL NOISE/ VIBRATION SSTG	X	X	X	X	X	X	
INTEGRATED FAMILY **CORE DRILLS**							
MCBF (3,6,12) B FIRE MAIN SPACE	X	X	X	X	X	X	
MCCFS (3,6,12) CLASS C FIRE SWBD	X	X	X	X	X	X	
MCFED (3,6,12) CLASS C FIRE EDS	X	X	X	X	X	X	
MLSC (3,6,12) LOSS STEERING CONTROL	X	X	X	X	X	X	
INTEGRATED FAMILY **ELECTIVE DRILLS**							
MMF (3,6,12) FLOODING MAIN SPACE	X	X	X	X	X	X	
MMSLR (3,6,12) MAJ STEAM LEAK	X	X	X	X	X	X	

MOB-E EXERCISES - GAS TURBINE SHIPS

EXERCISES	AOE6	CG47	DD963	DDG51	FFG7
MAIN ENGINE DRILL FAMILY					
CORE DRILLS					
MBGTM (3,6,12) B FIRE GTM MOD	X	X	X	X	X
MCASF (3,6,12) GT COOL AIR SYSTEM FAILURE	X	X	X	X	X
MGGS (3,6,12) GG STALL GTM	X	X	X	X	X
MLPTO (3,6,12) LOW L/O PRESSURE GTM	X	X	X	X	X
MMFOL (3,6,12) MAJOR F/O LEAK	X	X	X	X	X
MPSFP (3,6,12) POST SHUTDOWN FIRE GTM	X	X	X	X	X
MAIN ENGINE DRILL FAMILY					
ELECTIVE DRILLS					
MECUF (3,6,12) EXEC CNTRL UNIT FAILURE [1]		X	X		
MEPTV (3,6,12) PT VIBS HI GTM	X	X	X	X	X
MGGOS (3,6,12) GG OVERSPD GTM	X	X	X	X	X
MHTIT (3,6,12) PT INLET TEMP HI GTM	X	X	X	X	X
MLFOP (3,6,12) LOSS F/O PRESSURE MAIN ENGINE	X	X	X	X	X
MLPACC (3,6,12) LOSS OF PACC CONSOLE	X			X	
MLPLA (3,6,12) LOSS OF PLA GTM	X	X	X	X	X
MPCSF (3,6,12) PROG CONTROL FAILURE					X
MPTOS (3,6,12) PT OVERSPEED GTM	X	X	X	X	X
PROPULSION DRIVE TRAIN FAMILY					
CORE DRILLS					
MHBRG (3,6,12) HOT BRG RED GEAR	X	X	X	X	X
MHROT (3,6,12) HI REVERSE CONVERTER COUPLING OIL TEMP	X				
MLCRP (3,6,12) LOSS PITCH CONTROL		X	X	X	X
MLHOL (3,6,12) LEAK CRP/CPP SYS		X	X	X	X
MLLOL (3,6,12) MAJ L/O LEAK RED GEAR	X	X	X	X	X
MLLOPR (3,6,12) LOSS L/O PRESSURE REDUCTION GEAR	X	X	X	X	X

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[1] Smart Ship use MLMCS (3,6,12) LOSS OF CONTROL CONSOLE

MOB-E EXERCISES - GAS TURBINE SHIPS

EXERCISES	AOE6	CG47	DD963	DDG51	FFG7
MRVF (3,6,12) REVERSE CONVERTER VANE FAILURE	X				
PROPULSION DRIVE TRAIN FAMILY **ELECTIVE DRILLS**					
MHLSB (3,6,12) HOT LINE SHAFT BRG	X	X	X	X	X
MHST (3,6,12) HIGH SHAFT TORQUE				X	
MLHOP (3,6,12) LOSS CRP/CPP PRESSURE		X	X	X	X
MLOLRC (3,6,12) MAJ LEAK REVERSE CONVERTER COUPLING	X				
MLOPRC (3,6,12) LOSS L/O PRESSURE REVERSE CONVERTER COUPLING	X				
MLSCU (3,6,12) LOSS SHAFT CONTROL UNIT	X			X	
MMTF (3,6,12) MODE TRANSITION FAILURE	X				
MNVRG (3,6,12) NOISE/VIBRATION MRG/SHAFT	X	X	X	X	X
ELECTRICAL FAMILY **CORE DRILLS**					
MBFDG (3,6,12) B FIRE SSDG ENCL	X				X
MBGGM (3,6,12) B FIRE SSGTG MOD		X	X	X	
MDGOH (3,6,12) SSDG OVERHEAT	X				X
MHBGTG (3,6,12) HOT BRG GTG				X	
MLBWL (3,6,12) LOW WATER BOILER		X	X		
MLEPC (3,6,12) LOSS OF EPCC [2]	X	X	X	X	X
MNVGG (3,6,12) UNUSUAL NOISE/ VIBRATION GTG		X	X	X	
MPSFG (3,6,12) POST SHUTDOWN FIRE GTG		X	X	X	
MPSFR POST SHUT DOWN FIRE IN RIMSS ENGINE				X	
ELECTRICAL FAMILY **ELECTIVE DRILLS**					
MBPA (3,6,12) BOILER STEAM PRESSURE PART CARRIES AWAY		X	X		
MCCFG (3,6,12) CLASS C FIRE GEN	X	X	X	X	X
MGHIT (3,6,12) HI GT INLET TEMP GTG		X	X	X	

[2] Smart Ship use MLMCS (3,6,12) LOSS OF CONTROL CONSOLE

MOB-E EXERCISES - GAS TURBINE SHIPS

EXERCISES	AOE6	CG47	DD963	DDG51	FFG7
MHBDG (3,6,12) HOT BRG SSDG	X				X
MLGGO (3,6,12) LOSS L/O PRESSURE GTG		X	X	X	
MLSFC (3,6,12) LOSS STATIC FREQ CONVERTER		X			
MLSSG (3,6,12) LOSS OF S/S GEN	X				X
MOSGG (3,6,12) OVERSPEED SSGTG		X	X	X	
MFZDB (3,6,12) ELECTRICAL FAULT ON ZONAL MAIN BUS				X	
INTEGRATED FAMILY CORE DRILLS					
MCBF (3,6,12) B FIRE MAIN SPACE	X	X	X	X	X
MCCFS (3,6,12) CLASS C FIRE SWBD	X	X	X	X	X
MCFED (3,6,12) CLASS C FIRE EDS	X	X	X	X	X
MLSC (3,6,12) LOSS STEERING CONTROL	X	X	X	X	X
INTEGRATED FAMILY ELECTIVE DRILLS					
MLCWS (3,6,12) LOSS CHILL WATER	X	X	X	X	
MMF (3,6,12) FLOODING MAIN SPACE	X	X	X	X	X

MOB-E EXERCISES - DIESEL SHIPS

EXERCISES	ARS50	LSD41 LSD49 LPD17	MCM	MHC51
MAIN ENGINE DRILL FAMILY **CORE DRILLS**				
MDEGM (3,6,12) MPDE GOV MALF	X	X	X	X
MDGEO (3,6,12) MPDE OVERHEAT	X	X	X	X
MLACL (3,6,12) LOSS AIR CLUTCH MPDE	X		X	
MLMCS (3,6,12) LOSS MACHINERY PLANT CONTROL SYS		X		
MLPCA (3,6,12) LOSS PROP CONTROL AIR		X		
MMFOL (3,6,12) MAJOR F/O LEAK	X	X	X	X
MAIN ENGINE DRILL FAMILY **ELECTIVE DRILLS**				
MDECE (3,6,12) MPDE CRANKCASE EXP	X	X	X	X
MLFOP (3,6,12) LOSS F/O PRESSURE MAIN ENGINE	X	X	X	X
MLLOP (3,6,12) LOSS L/O PRESSURE MAIN ENGINE	X	X	X	
MLLPVG (3,6,12) LOSS L/O PRESSURE MPDE/IFVG				X
MMPDA (3,6,12) MAIN ENGINE MAGNETIC PARTICLE DETECTOR ALARM			X	X
MNVME (3,6,12) NOISE/VIBRATION MAIN ENGINE/SHAFT	X	X	X	
PROPULSION DRIVE TRAIN FAMILY **CORE DRILLS**				
MHBRG (3,6,12) HOT BRG RED GEAR	X	X	X	
MHTJB (3,6,12) HOT THRUST/JNL BRG				X
MLALC (3,6,12) LOSS AIR CLUTCH LLPM			X	
MLCRP (3,6,12) LOSS PITCH CONTROL	X	X	X	
MLCVSP (3,6,12) LOSS VSP PITCH CONTROL				X
MLHOL (3,6,12) LEAK CRP/CPP SYS	X	X	X	
MLHOP (3,6,12) LOSS CRP/CPP PRESSURE	X		X	
MLLOL (3,6,12) MAJ L/O LEAK RED GEAR	X	X	X	
MLLOPR (3,6,12) LOSS L/O PRESSURE REDUCTION GEAR	X	X	X	
MLOLVG (3,6,12) L/O LEAK MPDE/IFVG				X

MOB-E EXERCISES - DIESEL SHIPS

EXERCISES	ARS50	LSD41 LSD49 LPD17	MCM	MHC51
MLVHOP (3,6,12) LOSS VSP PROP HOP				X
MLVLOP (3,6,12) LOSS VSP PROP LOP				X
MLVOL (3,6,12) LEAK VSP LOP SYS				X
PROPULSION DRIVE TRAIN FAMILY ELECTIVE DRILLS				
MEDSL (3,6,12) ENG SHAFT LINE LOCK				X
MHBVG (3,6,12) HOT IFVG BRG				X
MHLSB (3,6,12) HOT LINE SHAFT BRG	X	X	X	
MLISCS (3,6,12) LOSS OF ISCS CONSOLE			X	
MLMCC (3,6,12) LOSS MAIN CONTROL CONSOLE (MCC)				X
MNVMEDT (3,6,12) NOISE/VIBRATION MPDE/DT				X
MNVRG (3,6,12) NOISE/VIBRATION MRG/SHAFT	X	X	X	
ELECTRICAL FAMILY CORE DRILLS				
MDGGM (3,6,12) SSDG GOV MALF	X	X	X	X
MDGOH (3,6,12) SSDG OVERHEAT	X	X	X	X
MFOL (3,6,12) SSDG FUEL OIL LEAK	X	X		
MHOTG (3,6,12) HI OIL TEMP GTG			X	
MLEPC (3,6,12) LOSS OF EPCC	X	X		
MLOLD (3,6,12) L/O LEAK SSDG				X
ELECTRICAL FAMILY ELECTIVE DRILLS				
MCCFG (3,6,12) CLASS C FIRE GEN	X	X	X	X
MDGCE (3,6,12) SSDG CRANKCASE EXP	X	X	X	X
MDGOL (3,6,12) SSDG OVERLOAD	X	X	X	X
MHBDG (3,6,12) HOT BRG SSDG			X	
MHETG (3,6,12) HI EXHST TEMP GTG			X	
MHPBG (3,6,12) HOT PED BRG SSDG		X		
MLFOPD (3,6,12) LOSS F/O PRESSURE SSDG	X		X	X

MOB-E EXERCISES - DIESEL SHIPS

EXERCISES	ARS50	LSD41 LSD49 LPD17	MCM	MHC51
MLFOPT (3,6,12) LOSS F/O PRESSURE GT			X	
MLGGO (3,6,12) LOSS L/O PRESSURE GTG			X	
MLLOPD (3,6,12) LOSS L/O PRESSURE SSDG	X		X	X
MLSSG (3,6,12) LOSS OF S/S GEN	X	X		
MMPDAD (3,6,12) SHIP SERVICE DIESEL GENERATOR MAGNETIC PARTICLE DETECTOR ALARM			X	X
MNVDG (3,6,12) NOISE/VIBRATION SSDG	X	X	X	X
MPSFMG (3,6,12) MASTER MAGN PSDF			X	
MOSGG (3,6,12) OVERSPEED SSGTG			X	
INTEGRATED FAMILY CORE DRILLS				
MCBF (3,6,12) B FIRE MAIN SPACE	X	X	X	X
MCCFS (3,6,12) CLASS C FIRE SWBD	X	X	X	X
MCFED (3,6,12) CLASS C FIRE EDS	X	X	X	X
MLSC (3,6,12) LOSS STEERING CONTROL	X	X	X	
INTEGRATED FAMILY ELECTIVE DRILLS				
MMF (3,6,12) FLOODING MAIN SPACE	X	X	X	X
MPCSF (3,6,12) PROG CONTROL FAILURE	X		X	

MOB-E EVOLUTIONS – DIESEL SHIPS

EVOLUTIONS	ARS	LSD	MCM	MHC	PC
EXECUTIVE/ MISCELLANEOUS					
CORE EVOLUTIONS (3, 6, 12 MONTH)					
DON EEBD	X	X	X	X	X
EVALUATE HEAT STRESS SURVEY	X	X	X	X	X
EVALUATE BW/FW/LOGS	X	X			
EVALUATE L/O SAMPLE	X	X	X	X	X
EVALUATE F/O SAMPLE	X	X	X	X	X
DRAW LUBE OIL SAMPLE (BOTH 9250 AND 2190 IF ONBOARD)	X	X	X	X	X
SAMPLE AND TEST BOILER WATER	X	X			
CONDUCT L/O VISC/DILUTION TESTS	X	X	X	X	X
DRAW AND TEST DIESEL ENGINE J/W SAMPLE	X	X	X	X	X
EXECUTIVE/ MISCELLANEOUS					
ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)					
EVALUATE TAG-OUT SHEET	X	X	X	X	X
EVALUATE F/O AND L/O PURIFIER SAMPLES	X	X	X	X	
CONDUCT F/O BS&W TEST	X	X	X	X	X
MAIN ENGINEROOM					
CORE EVOLUTIONS (3, 6, 12 MONTH)					
START/ OPERATE MPDE (PROGRAM CNTRL)	X	X	X	X	
COOLDOWN/ STOP MPDE (PROGRAM CNTRL)	X		X	X	
START/STOP MPDE (LOCALLY)		X			X
START/OPERATE MPDE (MANUAL)	X		X	X	
VERIFY/ALIGN MPDE J/W SYSTEM	X	X	X	X	X
VERIFY/ALIGN MPDE L/O SYSTEM	X	X	X	X	X
PERFORM MPDE SICLOS		X			
PRE-LUBE/BAR OVER MPDE	X	X	X	X	X
SHIFT PROPULSION CONTROL	X	X	X	X	

MOB-E EVOLUTIONS-DIESEL SHIPS

EVOLUTIONS	ARS	LSD	MCM	MHC	PC
VERIFY/ALIGN OPERATE MRG L/O SYSTEM	X	X	X		
PERFORM MRG SICLOS		X	X		
CLEAN & INSPECT L/O FILTERS/STRAINERS	X				
VERIFY/ALIGN CPP SYSTEM	X	X	X		
LOCK AND UNLOCK SHAFT	X	X	X		X
ALIGN AND OPERATE FIRE PUMP	X	X	X	X	X
MAIN ENGINEROOM **ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)**					
SHIFT CONTROL OF MPDE		X			X
COOLDOWN/STOP MPDE (MANUAL)	X		X	X	
CLUTCH/ DECLUTCH MPDE	X	X	X	X	
VERIFY/ ALIGN MPDE S/W SYSTEM	X	X	X	X	X
VERIFY/ ALIGN MPDE F/O SYSTEM	X	X	X	X	X
VERIFY/ ALIGN MPDE START AIR SYSTEM	X	X	X	X	
PRIME MPDE F/O SYSTEM					X
SHIFT CONTROL OF MPDE L/O PUMPS		X			
SHIFT MPDE F/O SUCTION		X	X	X	
VERIFY/ ALIGN STERN TUBE COOLING	X	X	X		
VERIFY/ ALIGN SHAFT CLUTCH AND BRAKE AIR	X	X	X		
SHIFT CONTROL OF SHAFT	X	X	X		
MANUALLY ADJUST CPP PITCH	X	X	X		
CONTROL PITCH & RPM IN COMBINED MODE		X			
ALIGN AND OPERATE TURNING GEAR	X		X		
ALIGN AND OPERATE JACKING GEAR		X			
SHIFT MRG L/O PUMP LEAD STATUS		X			

MOB-E EVOLUTIONS – DIESEL SHIPS

EVOLUTIONS	ARS	LSD	MCM	MHC	PC
ELECTRICAL					
CORE EVOLUTIONS (3, 6, 12 MONTH)					
START/STOP SSDG	X	X	X	X	X
VERIFY/ ALIGN SSDG L/O SYSTEM	X	X	X	X	X
VERIFY/ ALIGN SSDG F/O SYSTEM	X	X	X	X	X
PRE-LUBE/ BAR OVER SSDG	X	X	X	X	
ALIGN SSDG FOR AUTO START		X			
ALIGN SSDG FOR MANUAL START		X			
ALIGN SSDG FOR REMOTE START					X
SHIFT SSDG CNTRL (LOCAL/REMOTE)	X				
REMOVE ELECTRICAL LOAD FROM SSDG	X	X	X	X	X
PARALLEL SSDG (PERMISSIVE)	X	X	X	X	X
ELECTRICAL					
ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)					
PARALLEL SSDG (AUTO)	X	X			
PARALLEL SSDG (BYPASS)	X	X	X	X	
SHIFT SSDG CNTROL (LOCAL/REMOTE)			X	X	
VERIFY/ ALIGN SSDG S/W SYSTEM	X	X	X	X	
VERIFY/ ALIGN SSDG J/W SYSTEM	X	X	X	X	X
VERIFY/ ALIGN SSDG AIR SYSTEM	X	X	X	X	X
ALIGN SSDG FOR LOCAL START					X
SPLIT ELECTRICAL PLANT		X			
SHIFT CONTROL OF AFT EPCP		X			
SHIFT SSDG F/O SUCTION		X	X	X	
AUXILIARY EQUIPMENT					
CORE EVOLUTIONS (3, 6, 12 MONTH)					
ALIGN AND OPERATE L/O PURIFIER (2190 L/O PURIFIER IF MORE THAN ONE ONBOARD)	X	X	X		
ALIGN AND OPERATE FIRE PUMP	X	X	X	X	X
ALIGN AND OPERATE HPAC	X	X			

MOB-E EVOLUTIONS-DIESEL SHIPS

EVOLUTIONS	ARS	LSD	MCM	MHC	PC
ALIGN AND OPERATE MPAC	X		X	X	
ALIGN AND OPERATE LPAC	X	X			
ALIGN AND OPERATE EDUCTOR	X	X	X	X	X
ALIGN/ OPERATE AUX BOILER	X	X			
VERIFY/ ALIGN AUX BOILER F/O SYSTEM	X	X			
ALIGN BOILER FOR SURFACE BLOW	X	X			
ALIGN AND OPERATE F/O PURIFIER	X	X	X	X	
ALIGN/ OPERATE ACW PUMP		X			
AUXILIARY EQUIPMENT **ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)**					
ALIGN/ OPERATE 9250 L/O PURIFIER		X			
SHIFT 2190 L/O PURIFIER (MRG/CPP)	X	X	X		
ALIGN AND OPERATE SWS PUMP	X				
ALIGN AND OPERATE ASW PUMP			X	X	
ALIGN AND OPERATE BROMINATOR	X		X	X	X
ALIGN/OPERATE/SECURE R/O UNIT			X	X	X
ALIGN/OPERATE/SECURE DISTILLER	X	X	X		
SECURE AUX BOILER	X	X			
SHIFT AUX BOILER ATOMIZATION METHOD	X	X			
OPERATE AUX BOILER IN MANUAL	X	X			
ALIGN AUX BOILER FOR SOOT BLOW	X	X			
REMOVE AND INSPECT BURNER BARREL	X	X			
SHIFT AUX BOILER F/O SUCTION	X	X			

MOB-E EVOLUTIONS – GAS TURBINE SHIPS

EVOLUTIONS	FFG	DDG	CG	DD	
EXECUTIVE/MISCELLANEOUS CORE EVOLUTIONS (3, 6, 12 MONTH)					
DON EEBD	X	X	X	X	
ALIGN/OP/SECURE EDUCTOR	X	X	X	X	
DRAW L/O SAMPLES (ALL)	X	X	X	X	
VERIFY/ ALIGN FIRE PUMP	X	X	X	X	
EVALUATE HEAT STRESS SURVEY	X	X	X	X	
EVALUATE L/O SAMPLE	X	X	X	X	
EVALUATE F/O SAMPLE	X	X	X	X	
REVIEW OPERATING LOGS	X	X	X	X	
EVALUATE BW/FW LOG			X	X	
START/STOP FIREPUMP	X	X	X	X	
AUTO LOGICS FOR FIREPUMPS		X	X	X	
EXECUTIVE/MISCELLANEOUS ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)					
EVALUATE TAG-OUT SHEET	X	X	X	X	
EVALUATE F/O AND L/O PURIFIER SAMPLES	X	X	X	X	
SUPERVISE SHIFTING PROPULSION PLANT FROM TRAIL TO SPLIT		X	X	X	
SUPERVISE SHIFTING PROPULSION PLANT FROM SPLIT TO TRAIL		X	X	X	
SUPERVISE SHIFTING PROPULSION PLANT FROM SPLIT TO FULL		X	X	X	
SUPERVISE SHIFTING PROPULSION PLANT FROM FULL TO SPLIT		X	X	X	
SPLIT FIREMAN LOOP			X	X	
INSPECT MRG STRAINER BASKET	X		X	X	
CCS PROPULSION CORE EVOLUTIONS (3, 6, 12 MONTH)					
TRANSFER CONTROL PACC/PCC TO PLCC/SCU/PCC	X	X	X	X	
TRANSFER CONTROL PACC/PCC TO SCC	X	X	X	X	
SHIFT F/O PUMPS	X	X	X	X	
SHIFT L/O PUMPS	X	X	X	X	
MOTOR GTM	X	X	X	X	
FUEL PURGE GTM	X	X	X	X	
AUTO/MANUAL INITIATE START GTM	X	X	X	X	
MANUAL START GTM	X		X	X	
AUTO/MANUAL INITIATE STOP GTM	X	X	X	X	
MANUAL STOP GTM	X		X	X	
TEST CONSOLE ALARMS	X	X	X	X	
TEST EOT	X		X	X	
SHIFT PROPULSION PLANT FROM SPLIT TO FULL (AUTO)			X	X	
SHIFT PROPULSION PLANT FROM SPLIT TO SPLIT (AUTO)			X	X	
SHIFT PROPULSION PLANT FROM FULL TO SPLIT (AUTO)			X	X	
CCS PROPULSION ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)					
ALIGN BLEED AIR FOR MASKER SYSTEM	X	X	X	X	

MOB-E EVOLUTIONS-GAS TURBINE SHIPS

EVOLUTIONS	FFG	DDG	CG	DD	
OPERATION					
ALIGN BLEED AIR FOR PRAIRIE SYSTEM OPERATION	X	X	X	X	
ALIGN BLEED AIR FOR MOTORING	X	X	X	X	
TRANSFER CONTROL SCU/PLCC/PLC TO PACC/PCC	X	X	X	X	
START/STOP SWS PUMP	X	X	X	X	
START/STOP F/O PUMPS	X	X	X	X	
START/STOP L/O PUMPS	X	X	X	X	
EMERGENCY START GTM	X	X	X	X	
ALIGN BLEED AIR FROM PCC	X				
PROPELLER PITCH CONTROL TEST	X	X	X	X	
ALIGN BLEED AIR FOR AUTO START			X	X	
ALIGN BLEED AIR FOR MANUAL START			X	X	
ALIGN BLEED AIR FOR GTM START	X				
ALIGN BLEED AIR FOR AUTO MOTOR			X	X	
ALIGN BLEED AIR FOR AUTO MASKER			X	X	
START/STOP / SECURE ANTI-ICING SYSTEM	X		X	X	
TRANSFER CONTROL F/O SYSTEM			X	X	
TRANSFER CONTROL L/O SYSTEM			X	X	
START CRP/CPP PUMP	X	X	X	X	
CCS ELECTRICAL **CORE EVOLUTIONS (3, 6, 12 MONTH)**					
ALIGN EPCC FOR AUTO OPERATION	X				
ENGAGE/DISENGAGE SAC	X				
START/PARALLEL SSDG (PERM)	X				
START/PARALLEL SSDG (AUTO)	X				
REMOVE LOAD/STOP SSDG	X				
START/PARALLEL GTG (PERM)		X	X	X	
PARALLEL BUS TO BUS	X	X	X	X	
TEST EPCC ALARMS	X	X	X	X	
CONDUCT EPCC LONG LOGIC TEST			X	X	
CCS ELECTRICAL **ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)**					
START/PARALLEL SSDG (NON-APD)	X				
PARALLEL SSDG	X				
SHIFT AUX F/O SERVICE TANK SUCTION	X				
START/ PARALLEL GTG (AUTO)		X	X	X	
REMOVE LOAD FROM GTG		X	X	X	
REMOVE LOAD/ STOP GTG		X	X	X	
ENGINE ROOM **CORE EVOLUTIONS (3, 6, 12 MONTH)**					
ALIGN BLEED AIR VALVES	X	X	X	X	
ALIGN L/O SYSTEM FOR REMOTE OPERATION	X	X	X	X	
MOTOR GTM	X	X	X	X	
INSPECT GTM MODULE	X	X	X	X	
VERIFY GTM SYNTHETIC L/O ALIGNMENT	X	X	X	X	
ALIGN MRG L/O COOLER	X	X	X	X	

MOB-E EVOLUTIONS – GAS TURBINE SHIPS

EVOLUTIONS	FFG	DDG	CG	DD	
SHIFT L/O STRAINERS/FILTERS	X	X	X	X	
SHIFT PURIFIER SUCTION	X	X	X	X	
MANUAL START GTM	X		X	X	
VERIFY ALIGNMENT CRP/CPP SYSTEM	X	X	X	X	
VERIFY ALIGNMENT OF GTM F/O SYSTEM	X	X	X	X	
INSPECT GTG MODULE		X	X	X	
VERIFY/ ALIGN LPAC		X	X	X	
VERIFY/ ALIGN LPAD		X	X	X	
MOTOR GTG (LP)		X	X	X	
VERIFY/ ALIGN FIRE PUMP		X	X	X	
START/ STOP GTM MANUAL INITIATE		X	X	X	
ALIGN/ OPER/ SECURE EDUCTOR		X	X	X	
VERIFY/ ALIGN MRG L/O SYSTEM		X	X	X	
VERIFY/ ALIGN GTG FOR STANDBY		X	X	X	
VERIFY/ ALIGN GTG F/O SYSTEM		X	X	X	
VERIFY/ ALIGN GTG START AIR SYSTEM		X	X	X	
VERIFY/ ALIGN GTG L/O SYSTEM		X	X	X	
ENGINE ROOM					
ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)					
SHIFT L/O PUMPS	X	X	X	X	
STOP L/O PUMPS	X	X	X	X	
START CRP/CPP PUMP	X	X	X	X	
ENGAGE/DISENGAGE TURNING GEAR	X	X	X	X	
VERIFY S/W COOLING/SERVICE ALIGNMENT	X	X	X	X	
DRAW L/O PURIFIER EFFICIENCY SAMPLE	X	X	X	X	
DRAW SYNTHETIC L/O SAMPLE	X	X	X	X	
DRAW L/O COOLER SAMPLE (WATER)	X	X	X	X	
MOTOR GTG (HP/RIMSS)		X	X	X	
START TRNG GEAR FWD/REV DIRECTION		X	X	X	
START/ STOP LPAC		X	X	X	
START GTG (LP)		X	X	X	
START GTG (HP)		X	X	X	
PRESSURIZE / TEST L/O STRAINER	X	X	X	X	
ALIGN/START L/O PURIFIER	X	X	X	X	
VERIFY/ ALIGN F/O HEATER		X	X	X	
SHIFT F/O SERVICE PUMPS		X	X	X	
SHIFT F/O HEATERS		X	X	X	
FUEL PURGE GTM		X	X	X	
START/ STOP FOSP		X	X	X	
VERIFY MASKER AIR ALIGNMENT	X	X	X	X	
VERIFY PRAIRIE AIR ALIGNMENT	X	X	X	X	
START/ STOP FIRE PUMP		X	X	X	
VERIFY/ ALIGN SWSP	X	X	X	X	
START/ STOP SWSP	X	X	X	X	
TEST SCU/PLCC/PLC ALARMS AND INDICATIONS	X	X	X	X	
PROPELLER PITCH CONTROL TEST	X	X	X	X	
VERIFY/ ALIGN ANTI-ICING	X	X	X	X	
RAISE/ LOWER BOILER WATER LEVEL			X	X	
ALIGN/ SECURE COOL WATER REDUCER			X	X	

MOB-E EVOLUTIONS-GAS TURBINE SHIPS

EVOLUTIONS	FFG	DDG	CG	DD	
VERIFY ALIGNMENT WHB			X	X	
ALIGN/ SHIFT FEEDWATER/ STEAM DRAINS			X	X	
ALIGN/ SECURE DFT			X		
ALIGN BLEED AIR FOR REMOTE OPERATION	X	X	X	X	
TEST EOT	X	X	X	X	
AUXILIARY EQUIPMENT **CORE EVOLUTIONS (3, 6, 12 MONTH)**					
ALIGN/START/STOP FIREPUMP	X	X	X	X	
VERIFY ALIGNMENT OF LPAC	X				
DRAW SSDG L/O SAMPLE	X				
ALIGN/START EVAP	X		X	X	
ALIGN/START HPAC	X		X	X	
START/STOP SSDG AT LOP	X				
ALIGN/START/STOP SWS PUMP		X	X	X	
VERIFY/ALIGN STEERING GEAR	X	X	X	X	
VERIFY ALIGN STERN TUBE COOLING	X	X	X	X	
AUXILIARY EQUIPMENT **ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)**					
SAMPLE/TEST POTABLE WATER	X	X	X	X	
START LPAC	X				
VERIFY ALIGNMENT OF LPAD	X				
SHIFT HPAD TOWERS	X				
DRAW J/W SAMPLE	X				
ALIGN/START/STOP AC PLANT	X	X	X	X	
ALIGN FW TANK FILL		X	X	X	
OIL LAB **CORE EVOLUTIONS (3, 6, 12 MONTH)**					
START F/O PUMPS LOCALLY	X				
COALESCER OUTLET/BOTTOM SAMPLE	X	X	X	X	
DRAW PPS ON SERVICE TANK	X	X	X	X	
CONDUCT CFD/FWD	X	X	X	X	
CONDUCT L/O BS&W	X	X	X	X	
CONDUCT F/O BS&W	X	X	X	X	
VERIFY ALIGNMENT F/O TRANSFER SYSTEM	X	X	X	X	
CONDUCT WIP TEST	X				
TEST WASTE HEAT WATER	X				
CONDUCT J/W TESTS	X				
VERIFY ALIGNMENT OF AUX XFR SYSTEM	X				
SEPARATOR BLOWDOWN OF WHB			X	X	
PLACE CIT IN OPERATION			X	X	
DRAW BOILER WATER SAMPLE			X	X	
TEST BOILER WATER SAMPLE			X	X	
VERIFY ALIGNMENT OF FUEL TANK SEAWATER COMPENSATING SYSTEM		X	X	X	
OIL LAB **ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)**					
TRANSFER CONTROL F/O SYSTEM	X	X	X	X	
VERIFY ALIGNMENT OF F/O SERVICE	X				

MOB-E EVOLUTIONS - GAS TURBINE SHIPS

EVOLUTIONS	FFG	DDG	CG	DD	
SYSTEM					
DRAW AUX SERVICE TANK PPS	X				
VERIFY ALIGNMENT GTM F/O SYSTEM	X				
SHIFT F/O HEATERS	X				
CONDUCT MOC TEST	X	X	X	X	
ALIGN/TEST FUEL CONTROL CONSOLE	X	X	X	X	
ALIGN/OP/SECURE OILY WATER SEPARATOR	X	X	X	X	
START/OPERATE/SECURE OILY WASTE TRANSFER PUMP	X	X	X	X	
TRANSFER F/O STORAGE TO SERVICE	X	X	X	X	
RECIRC F/O SERVICE TANK	X	X	X	X	
SOOT BLOW WHB			X	X	
EVALUATE BOILER LOG			X	X	
EVALUATE FEEDWATER LOG			X	X	
DRAW/TEST FEEDWATER SAMPLE			X	X	
OBTAIN/TEST DFT SAMPLE			X		
SWITCHBOARD CORE EVOLUTIONS (3, 6, 12 MONTH)					
SHIFT CONTROL TO SWBD	X	X	X	X	
START/ PARALLEL GENERATOR	X	X	X	X	
PARALLEL BUS TO BUS	X	X	X	X	
SWITCHBOARD ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)					
REMOVE LOAD/ STOP GENERATOR	X	X	X	X	
START GENERATOR FR0M SWBD	X	X	X	X	
VERIFY/PLACE GENERATOR IN STBY	X	X	X	X	

MOB-E EVOLUTIONS – STEAM SHIPS

EVOLUTIONS	LPD	LSD	LCC	LHA	AOE
EXECUTIVE/MISCELLANEOUS					
CORE EVOLUTIONS (3, 6, 12 MONTH)					
DON EEBD/OBA/SCBA	X	X	X	X	X
EVALUATE HEAT STRESS SURVEY	X	X	X	X	X
EVALUATE BOILERWATER/FEEDWATER LOGS	X	X	X	X	X
EVALUATE LUBE OIL SAMPLE	X	X	X	X	X
DRAW LUBE OIL SAMPLE	X	X	X	X	X
EVALUATE LUBE OIL SAMPLE	X	X	X	X	X
EVALUATE FUEL OIL SAMPLE	X	X	X	X	X
EVALUATE BOILERWATER/FEEDWATER LOG	X	X	X	X	X
CONDUCT FUEL OIL BS&W TEST	X	X	X	X	X
REVIEW OPERATING LOGS	X	X	X	X	X
EVALUATE LUBE OIL PURIFIER SAMPLES	X	X	X	X	X
DRAW FUEL OIL SAMPLE AND TEST	X	X	X	X	X
PULSE SHIFT SEAWATER STRAINER				X	
EXECUTIVE/MISCELLANEOUS					
ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)					
REVIEW TAG OUT LOG AND RECORD	X	X	X	X	X
EVALUATE FUEL OIL PURIFIER SAMPLES				X	X
DRAW DIESEL ENGINE JACKET WATER SAMPLE	X	X	X	X	X
ENGINE ROOM					
CORE EVOLUTIONS (3, 6, 12 MONTH)					
CONDUCT 3 POINT CHECK	X	X	X	X	X
EVALUATE 3 POINT CHECK	X	X	X	X	X
SUPERVISOR INSPECT MAIN ENGINE LUBE OIL STRAINER	X	X	X	X	X
SHIFT MAIN AIR EJECTORS	X	X	X		
ALIGN AND SHIFT MAIN ENGINE VACUUM PUMPS				X	X
ALIGN MAIN ENGINE	X	X	X	X	X
TEST MAIN THROTTLES	X	X	X	X	X
TEST ENGINE ORDER TELEGRAPH (EOT)	X	X	X	X	X
VERIFY CONDENSATE ALIGNMENT	X	X	X	X	X
SICLOS MAIN ENGINE LUBE OIL STRAINER	X	X	X	X	X
SICLOS SSTG LUBE OIL STRAINER	X	X	X	X	X
ALIGN LOW PRESSURE AIR COMPRESSOR (LPAC)	X	X	X	X	X
ALIGN AND OPERATE FIREPUMP	X	X	X	X	X
ALIGN LUBE OIL PURIFIER	X	X	X	X	X
ALIGN, OPERATE AND SECURE CONDENSATE PUMPS	X	X	X	X	X
ALIGN MAIN ENGINE LUBE OIL	X	X	X	X	X

MOB-E EVOLUTIONS – STEAM SHIPS

SYSTEM EVOLUTIONS	LPD	LSD	LCC	LHA	AOE
SUPERVISOR INSPECT SSTG LUBE OIL STRAINER	X	X	X	X	X
ENGINE ROOM **ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)**					
PULSE SSTG SALTWATER STRAINERS	X	X	X	X	X
ALIGN GLAND EXHAUST CONDENSER				X	X
ALIGN MAIN ENGINE GLAND SEAL	X	X	X	X	X
OPERATE MAIN ENGINE JACKING GEAR	X	X	X	X	X
TEST AND WARM MAIN ENGINE	X	X	X	X	X
ALIGN MRG LUBE OIL COOLER	X	X	X	X	X
ALIGN AND OPERATE LUBE OIL PUMP	X	X	X	X	X
ALIGN CONDENSATE SYSTEM	X	X	X	X	X
SHIFT MAIN CONDENSATE PUMPS	X	X	X	X	X
SHIFT SSTG SALTWATER STRAINERS				X	X
FIREROOM **CORE EVOLUTIONS (3, 6, 12 MONTH)**					
SHIFT FUEL OIL SERVICE PUMPS	X	X	X	X	X
ALIGN, OPERATE AND SECURE VITAL/NON VITAL AIR COMPRESSOR	X	X	X	X	X
OPERATE FUEL OIL IN LOCAL	X	X	X	X	X
OPERATE MAIN FEED PUMP IN LOCAL	X	X	X	X	X
OPERATE BOILER IN 2 KNOB CONTROL	X	X	X	X	X
BLOW DOWN GAGE GLASS	X	X	X	X	X
OPERATE BOILER IN FULL REMOTE MANUAL	X	X	X	X	X
VERIFY STEAM SMOTHERING	X	X	X	X	X
CONDUCT BOTTOM BLOW ON BOILER	X	X	X	X	X
CONDUCT SURFACE/SCUM BLOW ON BOILER	X	X	X	X	X
SOOT BLOW BOILER TUBES	X	X	X	X	X
SHIFT FINAL CONTROL ELEMENTS INTO LOCAL MANUAL	X	X	X	X	X
ALIGN AND OPERATE DEARATING FEED TANK (DFT)	X	X	X	X	X
CONDUCT DISSOLVED OXYGEN TEST	X	X	X	X	X
SAMPLE AND TEST BOILER WATER	X	X	X	X	X
OPERATE BOILER IN 1 KNOB CONTROL	X	X	X	X	X

MOB-E EVOLUTIONS-STEAM SHIPS

OPERATE FEEDWATER IN LOCAL	X	X	X	X	X
EVOLUTIONS	**LPD**	**LSD**	**LCC**	**LHA**	**AOE**
OPERATE FORCED DRAFT BLOWER IN LOCAL	X	X	X	X	X
ALIGN EMERGENCY FEED PUMP TO DEARATING FEED TANK	X	X	X	X	X
VERIFY CONTINUOUS BLOWDOWN	X	X	X	X	X
ALIGN 150-LB STEAM REDUCER	X	X	X	X	X
MAKE AND CHANGE BURNER BARREL	X	X	X	X	X
INSPECT BURNER BARREL	X	X	X	X	X
INSPECT FIREBOX	X	X	X	X	X
SHIFT FUEL OIL SERVICE PUMPS	X	X	X	X	X
FIREROOM					
ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)					
SHIFT MAIN FEED PUMPS	X	X	X	X	X
CONDUCT HYDRAZINE TEST	X	X	X	X	X
LIGHT/EXTINGUISH BOILER FIRES	X	X	X	X	X
VERIFY ALIGNMENT OF FUEL TANK SEAWATER COMPENSATING SYSTEM				X	
SHIFT SUCTION ON FUEL OIL SERVICE TANKS	X	X	X	X	X
ALIGN FOR OPERATION AND SECURE CONTROL AIR SYSTEM	X	X	X	X	X
SHIFT MAIN FEED BOOSTER PUMPS	X	X	X	X	X
START/STOP FORCED DRAFT BLOWER	X	X	X	X	X
ELECTRICAL					
CORE EVOLUTIONS (3, 6, 12 MONTH)					
START AND LOAD SSDG/EDG	X	X	X	X	X
LOAD/UNLOAD SSTG	X	X	X	X	X
SPLIT ELECTRICAL PLANT	X	X	X	X	X
PARALLEL SSTG TO THE BUS	X	X	X	X	X
SPLIT/PARALLEL BUS	X	X	X	X	X
ELECTRICAL					
ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)					
REMOVE ELECTRICAL LOAD ON SSDG/EDG	X	X	X	X	X
ALIGN SSDG/EDG FOR AUTO START	X	X	X	X	X
ALIGN FUEL OIL SYSTEM	X	X	X	X	X
DRAW PPS ON STANDBY TANK	X	X	X	X	X
AUXILIARY EQUIPMENT					
CORE EVOLUTIONS (3, 6, 12 MONTH)					
ALIGN AND OPERATE HIGH PRESSURE AIR COMPRESSOR (HPAC)	X	X	X	X	X
TEST 9250 LUBE OIL	X	X	X	X	X
ALIGN AND OPERATE OIL WASTE SEPARATOR (OWS)	X	X	X	X	X

MOB-E EVOLUTIONS – STEAM SHIPS

EVOLUTIONS	LPD	LSD	LCC	LHA	AOE
ALIGN, OPERATE AND SECURE EDUCTOR	X	X	X	X	X
ALIGN AND OPERATE STEERING GEAR	X	X	X	X	X
SAMPLE AND TEST POTABLE WATER	X	X	X	X	X
TRANSFER FUEL OIL STORAGE TO SERVICE	X	X	X	X	X
RECIRC FUEL OIL SERVICE TANK	X	X	X	X	X
ALIGN AND OPERATE FIRE PUMP	X	X	X	X	X
ALIGN, OPERATE AND SECURE LOW PRESSURE AIR COMPRESSOR (LPAC)	X	X	X	X	X
ALIGN EDG FOR AUTO	X	X	X	X	X
CONDUCT EDG DEAD BUS PICKUP	X	X	X	X	X
ALIGN AND OPERATE FUEL OIL PURIFIER				X	X
ALIGN AND OPERATE AUXILIARY MACHINERY COOLING WATER PUMP (AMCWP)	X	X	X	X	X
AUXILIARY EQUIPMENT **ELECTIVE EVOLUTIONS (6, 12, 18 MONTH)**					
ALIGN AND OPERATE AIR CONDITIONING CHILL WATER PUMP	X	X	X	X	X
ALIGN, OPERATE AND SECURE DISTILLING PLANT	X	X	X	X	X
VERIFY STERN TUBE COOLING ALIGN	X	X	X	X	X

MOB-N EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
MOB-N-1-SF (6,12,18) NAV IN EW ENVIRON	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-N-2-SF (3,6,9) OPEN OCEAN NAV	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-N-3-SF (6,12,18) CONNING AND STEERING AT SEC CONN					X	X			X	X	X	X	X	X		
MOB-N-4-SF (3,6,9) PILOTING BY GYRO	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-N-5-SF (6,12,18) PRECISION ANCHORING (DAY)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-N-5-SF (6,12,18) PRECISION ANCHORING (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-N-6-SF (3,6,9) LOW VISIBILITY PILOTING	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-N-7-SF (3,6,9) PILOTING-LOSS OF GYRO	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-N-9-SF (3,6,9) LOSS OF STEERING	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

MOB-N EXERCISES-SHIPS

A-32

MOB-S EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
MOB-S-1-SF (12,18,24) ASTERN REFUELING															X	X
MOB-S-2-SF (12,18,24) HEAVY WEATHER	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-S-3-SF (12,18,24) PRECISION ANCHORING (DAY)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-S-3-SF (12,18,24) PRECISION ANCHORING (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-S-4-SF (12,18,24) MOOR TO BUOY	X			X	X	X	X	X			X	X	X	X	X	X
MOB-S-5-SF (18,12,24) MOOR ALONGSIDE PIER OR SHIP AT ANCHOR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-S-6-SF (3,6,9) MAN OVERBOARD[1,3] (DAY)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-S-6-SF (3,6,9) MAN OVERBOARD[1] (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-S-7-SF (12,18,24) PREPS ABANDON SHIP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-S-8-SF (6,12,18) VERTREP	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
MOB-S-9-SF (12,18,24) U/W TRANSFER (SYNTHETIC HIGHLINE)	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
MOB-S-10-SF (6,12,18) U/W FUEL (DAY)	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
MOB-S-10-SF (6,12,18) U/W FUEL (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
MOB-S-11-SF (6,12,18) EMERG BREAKAWAY (DAY)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
MOB-S-11-SF (6,12,18) EMERG BREAKAWAY (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
MOB-S-12-SF (12,18,24) TOW AND BE TOWED[2]	X			X	X	X	X	X			X	X	X	X	X	X
MOB-S-13-SF (3,6,9) HELO LAND/LAUNCH	X	X	X		X	X	X	X	X	X	X	X	X	X		
MOB-S-14-SF (12,18,24) SAREX	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
MOB-S-15-SF (12,18,24) HIFER					X	X	X	X								

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[1] CONDUCT BOAT AND SHIP RECOVERY AND REPORT AS ONE EXERCISE COMPLETION.

MOB-S EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
MOB-S-16-SF (12,18,24) U/W PROV, REARM, MSL XFER (DAY)	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
MOB-S-16-SF (12,18,24) U/W PROV, REARM, MSL XFER (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
MOB-S-17-SF (12,18,24) A/C RECOVERY										X	X					
MOB-S-18-SF (12,18,24) GET U/W WITH DUTY SECTION[3]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MOB-S-25-SF (3,6,9) A/C ON DECK REFUEL	X	X	X		X	X	X	X	X	X	X	X	X	X		
MOB-S-34-SF (3,6,9) RESCUE SWIMMER	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

NCO EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
NCO-1-SF (3,6,9) PREPS FOR ELEX SPACES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-2-SF (3,6,9) ASSISTANCE TO REMOTE SPACES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-3-SF (6,12,18) INVESTIGATION AND REPORTING	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-4-SF (6,12,18) REPORT OF ELECTRONIC CASUALTIES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-5-SF (6,12,18) EQUIP CASUALTY REPAIR (ELECTRONIC SYS) DURING LOSS OF LIGHTING	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-6-SF (6,12,18) USE OF INSTALLED SPARE FUSES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-8-SF (6,12,18) PHONE CASUALTY (ELECTRONIC SYSTEM SPACES)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-9-SF (6,12,18) SECONDARY ELECTRONIC CASUALTY CONTROL	X				X	X	X	X	X	X	X	X	X	X		
NCO-10-SF (6,12,18) ELECTRONIC COOLING/CHILL WATER CASUATLY	X				X	X	X	X	X	X	X	X	X	X		
NCO-11-SF (3,6,9) CLASS C FIRE ELEX SP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-12-SF (3,6,9) EQUIP CASUALTY REPAIR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-13-SF (3,6,9) USE OF ECC/CSOSS MANUAL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-14-SF (3,6,9) DRAWING EMERG ELECT SPARES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-15-SF (3,6,9) ALT POWER SOURCE	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
NCO-16-SF (12,18,24) ECC/ESS	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
NCO-19-SF (6,12,18) SMALL ARMS QUALS[1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-28-SF (3,6,9) ROE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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[1] CONDUCT WEAPONS QUALIFICATION PER OPNAVINST 3591.1 (SERIES) AND PROFICIENCY SHOOTS PER CNSF 3300.1.

NCO EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 4 1 / 4 9	M C M	M H C 5 1
NCO-29-SF (12,18,24) DEFENSE VS U/W SWIMMERS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-30-SF (1,2,3) SHIP PENETRATION-BASIC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-32-SF (6,12,18) TERRORIST A/C ATTACK[2]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-33-SF (6,12,18) SMALL BOAT ATTACK[2]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-34-SF (6,12,18) BOMB THREAT[2]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-35-SF (6,12,18) HOSTAGE SITUATION	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-36-SF (12,18,24) FLOATING DEVICE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-38-SF (6,12,18) VBSS					X	X	X	X			X	X	X			
NCO-39-SF (6,12,18) FORCE PROTECTION (PIERSIDE) PLANNING EXERCISE[3]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-40-SF (18,24,0) FORCE PROTECTION (PIERSIDE) PLAN EXECUTION EXERCISE[3]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-41-SF (6,12,18) FORCE PROTECTION (WATERSIDE) PLANNING EXERCISE[3]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NCO-42-SF (18,24,0) FORCE PROTECTION (WATERSIDE) PLAN EXECUTION EXERCISE[3]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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[2] CONDUCT MONTHLY WHEN DEPLOYED.
[3] TO BE CONDUCTED FOR WARFARE CERTIFICATION PER CHAPTER 2, SECTION 4, WITH
   NCO-40-SF, NCO-41-SF, AND NCO-42-SF AS ONE PLANNING AND EXECUTION PACKAGE
   TO PRESENT A MULTIDIMENSIONAL THREAT.

STW EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
STW-1-SF (3,6,9) MISSION DATA UPDATE[1]					X	X	X									
STW-2-SF (6,12,18) STRIKE ENVIRON SUP									X	X	X					
STW-21-A (6,12,18) SIM TLAM C/D LAUNCH[1]					X	X	X									

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[1] CG-52 AND ABOVE. TOMAHAWK PROFICIENCY REQUIRES COMPLETION OF STW-1-SF
     AND STW-21-A.

SUW EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
SUW-1-SF (3,6,9) COMBINED AIR/ SURFACE TRACKING	X	X	X		X	X	X	X	X	X	X	X	X	X		
SUW-2-SF (3,6,9) LONG RANGE PASSIVE TRACKING & TGTING					X	X	X									
SUW-5-SF (12,15,18) HSMST					X	X	X	X								
SUW-7-SF (12,15,18) ALT/LCL CTRL LONG RANGE FIRE, HI SPD TARGET					X	X	X	X								
SUW-9-SF (3,6,9) SURFACE TRACKING (NTDS)(AEGIS)[1]					X	X	X	X		X	X					
SUW-10-SF (3,6,9) OTH-T					X	X	X									
SUW-12-SF (6,12,18) VISUAL IDENT COUNTER	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
SUW-13-SF (6,12,18) ATTACK/REATTACK EXER FOR SSM SHIPS[2]					X	X	X									
SUW-14-SF (6,12,18) SAG LAMPS TACTICS					X	X	X									
SUW-17-SF (6,12,18) HI SPD SURF ENGAGEMENT (MG)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
SUW-18-SF (6,12,18) DATA BASE MGMT	X				X	X	X			X	X	X		X		
SUW-19-SF (6,12,18) HI SPD QUICKFIRE EXER					X	X	X	X								
SUW-20-SF (3,6,9) CONV SURF TRACKING[3]				X											X	X
SUW-1-I (6,12,18) OTH SURVEILLANCE, SEARCH & DETECTION					X	X	X									
SUW-2-I (6,12,18) SAG TACTICS W/FIXED WING A/C SUPPORT					X	X	X									
SUW-3-I (6,12,18) SUW FREEPLAY EXER					X	X	X									
SLAMEX (3,6,9)					X	X	X									

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[1]   TO BE CONDUCTED BY EACH CIC WATCH SECTION
[2]   NA FOR SHIPS W/O HARPOON
[3]   ONLY SHIPS WITH NO AIR SEARCH RADAR.

USW EXERCISES-SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
ASW-1-SF (3,6,9) SVTT LOADING					X	X	X	X								
ASW-2-SF (3,6,9) SONAR CASUALTY DRILL					X	X	X	X								
ASW-4-SF (12,0,0) LAMPS WEAPON LOADEX					X	X	X	X								
ASW-5-SF (3,6,9) OWNSHIP ACOUSTIC SIGNATURE RECOGNITION					X	X	X	X								
ASW-8-SF (3,6,9) ACTIVE ASW OPERATIONS					X	X	X	X								
ASW-11-SF (3,6,9) UNIDENT CONTACT REPORTING					X	X	X	X								
ASW-15-SF (12,0,0) SUBMARINE FAMILIARIZATION					X	X	X	X								
ASW-18-SF (6,12,18) SVTT FIRING					X	X	X	X								
ASW-19-SF (24,0,0) RTT FIRING[1]					X	X	X									
ASW-21-SF (3,6,9) PASSIVE ASW OPERATIONS					X	X	X	X								
ASW-22-SF (3,6,9) ASW SCREENING					X	X	X	X								
ASW-24-SF (12,18,24) ASW LAMPS ATTACK OPERATIONS					X	X	X	X								
ASW-26-SF (3,6,9) MULTI-SHIP PASSIVE TRACKING					X	X	X	X								
ASW-31-SF (24,0,0) CLOSE-IN SCREENING FOR SURFACE FORCE					X	X	X	X								
ASW-32-SF (24,0,0) PERIMETER SCREENING OF A SURFACE FORCE					X	X	X	X								
ASW-33-SF (24,0,0) BARRIER SEARCH/DEFEND AOA					X	X	X	X								
ASW-41-SF (24,0,0) LAMPS III HELO CONTROL					X	X	X	X								
ASW-42-SF (24,0,0,) SHIP/FIXED WING COORD					X	X	X	X								

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[1] VLA CAPABLE SHIPS ONLY.
[2] NOT APPLICABLE TO FLT I DDGS

USW EXERCISES - SHIPS

EXERCISES	AGF	AOE1	AOE6	ARS50	CG47	DD963	DDG51	FFG7	LCC	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	MHC51
ASW-45-SF (24,0,0,) ASW ENVIRON SUP BY OA DIV									X	X	X					
ASW-46-SF (3,6,9) ASW MISSION PLANNING					X	X	X	X								
ASW-47-SF (24,0,0)) ASW COMMAND AND CONTROL					X	X	X	X								
ASW-48-SF (3,6,9) ACOUSTIC DATA COLLECTION					X	X	X	X								
ASW-49-SF (12,0,0) NON-LAMPS HELO CONTROL					X	X	X	X								
ASW-50-SF (3,6,9) ASW ATTACK OPS (SIMULATED)					X	X	X	X								
ASW-51-SF (3,6,9) ASW TORPEDO COUNTERMEASURE	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
ASW-52-SF (24,0,0) WQC-6 PROBE ALERT OPS					X	X	X									
ASW-53-SF (3,6,9) SHALLOW WATER TOWED ARRAY[3]					X	X	X	X								
ASW-54-SF (12,18,24) SURFACE SHIP SMALL OBJECT AVOIDANCE[4]					X	X	X	X								
ASW-55-SF (24,0,0) ASW PROFICIENCY MAINTENANCE					X	X	X	X								
ASW-5-I (24,0,0) SHALLOW WATER EX					X	X	X	X								
ASW-8-I (24,0,0) CHOKE POINT TRANSIT					X	X	X	X								

USW EXERCISES-SHIPS

EXERCISES	AGF	AOE 1	AOE 6	ARS 50	CG 47	DD 963	DDG 51	FFG 7	LCC	LHA	LHD	LPD 4	LPD 17	LSD 41 / 49	MCM	MHC 51
ASW-1-SF (3,6,9) SVTT LOADING					X	X	X	X								
ASW-2-SF (3,6,9) SONAR CASUALTY DRILL					X	X	X	X								
ASW-4-SF (12,0,0) LAMPS WEAPON LOADEX					X	X	X	X								
ASW-5-SF (3,6,9) OWNSHIP ACOUSTIC SIGNATURE RECOGNITION					X	X	X	X								
ASW-8-SF (3,6,9) ACTIVE ASW OPERATIONS					X	X	X	X								
ASW-11-SF (3,6,9) UNIDENT CONTACT REPORTING					X	X	X	X								
ASW-15-SF (12,0,0) SUBMARINE FAMILIARIZATION					X	X	X	X								
ASW-18-SF (6,12,18) SVTT FIRING					X	X	X	X								
ASW-19-SF (24,0,0) RTT FIRING[1]					X	X	X									
ASW-21-SF (3,6,9) PASSIVE ASW OPERATIONS					X	X	X	X								
ASW-22-SF (3,6,9) ASW SCREENING					X	X	X	X								
ASW-24-SF (12,18,24) ASW LAMPS ATTACK OPERATIONS					X	X	X	X								
ASW-26-SF (3,6,9) MULTI-SHIP PASSIVE TRACKING					X	X	X	X								
ASW-31-SF (24,0,0) CLOSE-IN SCREENING FOR SURFACE FORCE					X	X	X	X								
ASW-32-SF (24,0,0) PERIMETER SCREENING OF A SURFACE FORCE					X	X	X	X								
ASW-33-SF (24,0,0) BARRIER SEARCH/DEFEND AOA					X	X	X	X								
ASW-41-SF (24,0,0) LAMPS III HELO CONTROL					X	X	X	X								
ASW-42-SF (24,0,0,) SHIP/FIXED WING COORD					X	X	X	X								

[1] VLA CAPABLE SHIPS ONLY.
[2] NOT APPLICABLE TO FLT I DDGS

USW EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 4 1 / 4 9	M C M	M H C 5 1
ASW-45-SF (24,0,0,) ASW ENVIRON SUP BY OA DIV									X	X	X					
ASW-46-SF (3,6,9) ASW MISSION PLANNING					X	X	X	X								
ASW-47-SF (24,0,0)) ASW COMMAND AND CONTROL					X	X	X	X								
ASW-48-SF (3,6,9) ACOUSTIC DATA COLLECTION					X	X	X	X								
ASW-49-SF (12,0,0) NON-LAMPS HELO CONTROL					X	X	X	X								
ASW-50-SF (3,6,9) ASW ATTACK OPS (SIMULATED)					X	X	X	X								
ASW-51-SF (3,6,9) ASW TORPEDO COUNTERMEASURE	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
ASW-52-SF (24,0,0) WQC-6 PROBE ALERT OPS					X	X	X									
ASW-53-SF (3,6,9) SHALLOW WATER TOWED ARRAY[3]					X	X	X	X								
ASW-54-SF (12,18,24) SURFACE SHIP SMALL OBJECT AVOIDANCE[4]					X	X	X	X								
ASW-55-SF (24,0,0) ASW PROFICIENCY MAINTENANCE					X	X	X	X								
ASW-5-I (24,0,0) SHALLOW WATER EX					X	X	X	X								
ASW-8-I (24,0,0) CHOKE POINT TRANSIT					X	X	X	X								

AMW EXERCISES-UNITS

EXERCISES	PHIBCB	LCU	LCM 8	LCAC	BEACHGRP	BCHPTYTM	TACRON	BARGE FERRY	MIUW UNIT	IBU	NCWG STAFF	MDSU	MSD	FMDD	HDC UNIT
AMW-10-SF (6,9,12) A/C BEACH RETRACT		X	X												
AMW-11-SF (3,6,9) SURF OBSERVATION						X									
AMW-14-SF (3,6,9) CARGO HANDLING FM L/C OVER BEACH		X	X												
AMW-17-SF (6,9,12) BEACHMASTER TRAFFIC CONTROL						X									
AMW-18-SF (6,9,12) BEACHMASTER SALVAGE						X									
AMW-19-SF (6,9,12) LOAD/UNLOAD CARGO/ VEHICLES OVER BEACH						X									
AMW-20-SF (6,9,12) LARC V WET WELL OPS						X									
AMW-22-SF (6,9,12) CAUSEWAY PIER OPS	X														
AMW-23-SF (6,9,12) OPEN WATER CAUSEWAY FLEXING								X							
AMW-24-SF (6,9,12) DEPLOY/RETRACT AABFS	X														
AMW-25-SF (6,12,18) LST CON AABFS	X	X													
AMW-26-SF (6,9,12) A/C ASSIST BEACHING			X												
AMW-41-SF (6,12,18) STERNGATE MARRIAGE BETWEEN LCUS		X													
AMW-43-SF (12,18,24) LCU DEPLOY/RETRACT BUOYANT AABFS		X													
AMW-44-SF (12,18,24) LCU TOWING/BEING TOWED[1]		X	X												
AMW-49-SF (6,9,12) ESTAB BEACHMASTER COMMAND POST						X									
AMW-50-SF (6,12,18) PHIBCB FIELD EXERCISE	X														
AMW-54-SF (3,6,9) LCAC MISSION PLANNING AND BRIEF				X											
AMW-55-SF (3,6,9) LCAC WELL DECK ARRIVAL AND DEPARTURE (DAY)				X											
AMW-56-SF (3,6,9) LCAC WELL DECK ARRIVAL AND DEPARTURE (NIGHT)				X											

[1] LCM-8 USE LCU EXERCISE UNTIL FXP-5 MODIFIED.

AMW EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
AMW-57-SF (3,6,9) LCAC FORMATION FLYING				X											
AMW-59-SF (3,6,9) LCAC BEACH CROSSINGS/OVERLAND OPS (DAY)				X											
AMW-60-SF (3,6,9) LCAC BEACH CROSSINGS/OVERLAND OPS (NIGHT)				X											
AMW-63-SF (6,12,18) LCAC HARBOR TRANSIT USING FMT				X											
AMW-64-SF (6,12,18) LCAC HARBOR TRANSIT (DAY)				X											
AMW-65-SF (6,12,18) LCAC HARBOR TRANSIT (NIGHT)				X											
AMW-66-SF (6,12,18) LCAC OTH OPS (DAY)				X											
AMW-67-SF (6,12,18) LCAC OTH OPS (NIGHT)				X											
AMW-68-SF (6,12,18) LCAC SHORE OPS INDOC				X											
AMW-72-SF (12,18,24) CAMP CONSTRUCTION	X														
AMW-73-SF (12,18,24) INSERT/OPER/ RETRIEVE ELCAS[2]	X														
AMW-74-SF (12,18,24) ASSEMBLY/DISASSY RRDF	X														
AMW-75-SF (3,6,9) WATERBORNE MEDEVAC BY LCM-8			X												
AMW-76-SF (12,18,24) INSTAL/OPER/RETRO OF ELCAS-M	X														
AMW-77-SF (12,18,24) NBG MPF EXERCISE					X										
AMW-3-I (6,12,18) CLOSE AIR SUPPORT							X								
AMW-5-I (1,2,3) SACC AIR OPS							X								
AMW-10-I (3,6,9) TACCEX							X								
AMW-11-I (6,12,18) DIRECTION OF CLOSE SUPPORT							X								
AMW-17-I (6,12,18) SACCEX							X								

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[2] PACFLT ONLY.

AMW EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
AMW-18-I (6,12,18) LOST PLANE/EMERG TANK ASSIST							X								
AMW-19-I (3,6,9) AIR INTERCEPT CONTROL							X								
AMW-20-I (6,12,18) CONTROL ASSAULT HELO, F/W A/C							X								
AMW-23-I (3,6,9) EMERGENCY DEFENSE OF THE AMPHIBIOUS TASK FORCE							X								

AW EXERCISES - UNITS

EXERCISES	PHIBCB	LCU	LCM8	LCAC	BEACH GRP	BHPTY TM	TACRON	BARGE FERRY	MIUW UNIT	IBU	NCWG STAFF	MDSU	MSD	FMDD	HDC UNIT
AAW-3-SF (3,6,9) RADAR/IFF TRACKING							X								
AAW-16-SF (24,0,0) LIVE AAWEX							X								
AAW-3-I (3,6,9) A/C CONTROL ACM							X								
AAW-4-I (3,6,9) LOST PLANE HOMING							X								
AAW-10-I (24,0,0) COORDINATED CAP/ MISSILE EMPLOYMENT							X								

AW EXERCISES-UNITS

A-44

C2W EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
C2W-3-SF (12,24,36) EXTENDED EMISSION CONTROL EXERCISE									X	X	X				X
C2W-4-SF (3,6,9) EMISSION CONTROL SETTING AND MODIFICATION									X	X	X				X
C2W-5-SF (3,6,9) SATELLITE VULNERABILITY EXERCISE									X	X	X				X

EXERCISES	PHIBCB	LCU	LCM8	LCAC	BEACHGRP	BHPTYTM	TACRON	BARGEFERRY	MIUWUNIT	IBU	NCWGSTAFF	MDSU	MSD	FMDD	HDCUNIT
CCC-1-SF (3,6,9) SYSTEM CONTROL – FLEET SATELLITE BROADCAST TYPE N									X		X				X
CCC-2-SF (6,12,18) COMMUNICATIONS OPERATIONAL PLANNING									X	X	X				X
CCC-4-SF (3,6,9) SYSTEM CONTROL – SHIP TERMINATION (B, C, D & G SYSTEMS)									X		X				X
CCC-5-SF (3,6,9) SYSTEM CONTROL – SECURE/NON-SECURE VOICE									X	X	X				X
CCC-6-SF (3,6,9) R/T DRILLS	X	X	X	X	X	X	X	X	X	X	X				X
CCC-8-SF (3,6,9) TTY CIRCUIT PROCEDURES									X		X				X
CCC-9-SF (3,6,9) FLAGHOIST		X													
CCC-10-SF (3,6,9) FLASHING LIGHT[1]		X				X									
CCC-11-SF (3,6,9) SEMAPHORE[1]		X				X									
CCC-12-SF (6,12,18) IMITATIVE DECEPTION	X	X	X	X	X	X	X	X							
CCC-13-SF (6,12,18) EMERGENCY DESTRUCTION	X	X	X	X	X	X	X	X	X	X	X				X
CCC-24-SF (3,6,9) SYSTEM CONTROL – NARROWBAND/WIDEBAND SATELLITE COMMUNICATIONS SYSTEM									X		X				X
CCC-25-SF (3,6,9) SYSTEM CONTROL – SHF SATELLITE COMMS											X				X
CCC-29-SF (3,6,9) OTCIXS / TADIX SYS EXERCISE									X		X				X
CCC-30-SF (3,6,9) SYSTEM CONTROL – OTAT/OTAR									X		X				X

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[1] PACFLT ONLY

EOD EXERCISES – UNITS

EXERCISES	MCM	MOB	SHORE[1]	MMS MK 5/6	MMS MK 4/7	ASD	OCD	COMM	MSD
EOD-CCC-1 (3,6,9) TACTICAL COMMS	X	X	X	X	X	X	X	X	X
EOD-CCC-2 (3,6,9) EMERGENCY DESTRUCTION	X	X	X	X	X	X	X	X	X
EOD-FSO-1 (3,6,9) IMP EXPLOSIVE DEVICE	X	X	X						
EOD-FSO-2 (3,6,9) CHEM/BIO ORD		X							
EOD-FSO-3 (3,6,9) CONV ORD	X	X	X				X		
EOD-FSO-4 (3,6,9) U/W ORD	X	X	X						
EOD-FSO-5 (3,6,9) DIVING STA EMERG	X	X	X				X		
EOD-FSO-6 (3,6,9) NUKE A/I		X	X						
EOD-FSO-7 LIMPET MINE PROC.	X	X	X						
EOD-FSO-8 RECOMPRESSION CHAMBER PROCEDURES	X	X	X	X	X		X		
EOD-FSO-9 DEMOLITION PROC.	X	X	X		X		X		
EOD-INT-1 (3,6,9) INTEL COLLECTION	X	X	X						
EOD-MIW-1 (3,6,9) MINE LOCATION	X	X			X				
EOD-MIW-2 (3,6,9) MINE NEUTRALIZATION	X	X[2]			X		X		

[1] EXERCISES FOR SHORE DETS WILL BE DETERMINED BY ROC/POE

EOD EXERCISES - UNITS

EXERCISES	MCM	MOB	SHORE[1]	MMS MK 5/6	MMS MK 4/7	ASD	OCD	COMM	MSD
EOD-MIW-3 (3,6,9) MINE RECOVERY	X				X				
EOD-MIW-4 (3,6,9) INITIAL MINE TECHEVAL	X								
EOD-MIW-5 (3,6,9) DESTRUCTION OF FLOATING/DRIFTING MINES IN BG/ARG						X			
EOD-MIW-6 (3,6,9) SMALL CRAFT VECTORING	X					X			
EOD-MOB-1 (3,6,9) RAPID DEPLOYMENT	X	X			X	X	X	X	X
EOD-MOB-2 (3,6,9) PARACHUTE INSERTION		X[3]	X						
EOD-MOB-3 HIE PROCEDURES	X	X							
EOD-MOB-4 HELO CAST AND RECOVERY PROC.	X	X							
EOD-MOB-5 LAND NAVIGATION	X	X							

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[2] ONE MOBILE DETACHMENT PER MOBILE UNIT AS DETERMINED BY ROC/POE REQUIREMENTS

[3] ONE MOBILE DETACHMENT PER MOBILE UNIT AS DETERMINED BY ROC/POE REQUIREMENTS

FSO-M EXERCISES-UNITS

EXERCISES	PHIBCB	LCU	LCM8	LCAC	BEACH GRP	BHPTYTM	TACRON	BARGE FERRY	MIUW UNIT	IBU	NCWG STAFF	MDSU	MSD	FMDD	HDC UNIT
FSO-M-2-SF (3,6,9) CASUALTY TRANSPORT		X	X	X					X	X	X		X		X
FSO-M-3-SF (3,6,9) FRACTURE	X	X	X	X	X	X		X	X	X	X		X		X
FSO-M-4-SF (3,6,9) CHEST WOUND	X	X	X	X	X	X		X	X	X	X		X		X
FSO-M-5-SF (3,6,9) ABDOMINAL WOUND	X	X	X	X	X	X		X	X	X	X		X		X
FSO-M-6-SF (3,6,9) AMPUTATION	X	X	X	X	X	X		X	X	X	X		X		X
FSO-M-7-SF (3,6,9) FACE WOUND	X	X	X	X	X	X		X	X	X	X		X		X
FSO-M-8-SF (3,6,9) SF ELECT SHOCK	X	X	X	X	X	X		X	X	X	X		X		X
FSO-M-10-SF (3,6,9) SMOKE INHALATION	X	X	X	X	X	X		X	X	X	X		X		X
FSO-M-11-SF (3,6,9) BURNS	X	X	X	X	X	X		X	X	X	X		X		X

EXERCISES	PHIBCB	LCU	LCM8	LCAC	BEACH GRP	BHPTYTM	TACRON	BARGE FERRY	MIUW UNIT	IBU	NCWG STAFF	MDSU	MSD	FMDD	HDC UNIT
MDSU-FSO-S-1-SF (4,8,12) DIVER REQUALIFICATION												X		X	
MDSU-FSO-S-2-SF (6,12,18) SURFACE DECOMPRESSION												X			
MDSU-FSO-S-3-SF (4,8,12) RECOMPRESSION CHAMBER TRAINING												X		X	
MDSU-FSO-S-4-SF (4,8,12) DIVER STATION EMERGENCY												X		X	
MDSU-FSO-S-5-SF (12,24,36) UNDERWATER HULL INSPECTION												X		X	
MDSU-FSO-6-SF (12,24,36) RUNNING GEAR CLEANING														X	
MDSU-FSO-7-SF (12,24,36) SONAR DOME INSPECTION AND REPAIR														X	
MDSU-FSO-S-8-SF (6,12,18) UNDERWATER PHOTOGRAPHY												X		X	
MDSU-FSO-S-9-SF (6,12,18) HAND-HELD SONAR TRAINING												X			
MDSU-FSO-10-S-SF (12,24,36) COFFERDAM INSTALLATION												X		X	
MDSU-FSO-S-11-SF (6,12,18) UNDERWATER HYDRAULIC/PNUMATIC TOOL TRAINING												X		X	
MDSU-FSO-S-12-SF (12,24,36) UNDERWATER CUTTING												X		X	
MDSU-FSO-S-13-SF (12,24,36) UNDERWATER WELDING												X		X	
MDSU-FSO-S-14-SF (12,24,36) UNDERWATER PATCH AND DE-WATER												X		X	
MDSU-FSO-S-15-SF (6,12,18) SALVAGE PONTOON/LIFT BAG												X			
MDSU-FSO-S-16-SF (12,24,36) HARBOR CLEARANCE												X			
MDSU-FSO-S-17-SF (12,24,36) DEMOLITION TRAINING												X		X	
MDSU-FSO-S-18-SF (12,24,36) FMGS TRAINING												X			
MDSU-FSO-S-19-SF (12,24,36) BEACH GEAR OPERATIONS												X			
MDSU-FSO-S-20-SF (12,24,36) OFFSHIP FIREFIGHTING												X			

FSO-S EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
MDSU-FSO-S-21-SF (12,24,36) PUMPING OPERATIONS												X			
MDSU-CCC-1-SF (12,24,36) COMMAND,CONTROL,COMMUNICATIONS												X		X	
MDSU-MOB-1-SF (12,24,36) RAPID LOAD-OUT (AIR)												X		X	
MDSU-MOB-2-SF (12,24,36) RAPID LOAD-OUT (TRUCK)												X		X	
MDSU-MOB-3-SF (12,24,36) MDSU LOAD-OUT (SHIP)												X		X	

INT EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
INT-6-SF(IS) (1,2,3) INTEL INFORMATION RETRIEVAL							X		X		X				X
INT-2-SF(MS) (1,2,3) INTEL COLLECTION AND REPORTING							X		X		X				X
INT-7-SF(IS) (2,4,6) OPERATIONAL INTELLIGENCE							X		X		X				X
INT-6-SF(OP) (3,6,9) OPERATIONAL INTELLIGENCE DATA COLLATION							X		X		X				X
INT-3-SF(BF) (1,2,3) INTEL AREA THREAT BRIEF							X		X		X				X
INT-12-SF(MP) (6,12,18) INTEL SUPPORT TO PLANS FOR NEO							X		X						
INT-7-SF(OP) (1,2,3) INTEL SUPPORT TO FORCE PROTECTION PLANNING							X		X		X				X

MOB-D EXERCISES-UNITS

EXERCISES	PHIBCB	LCU	LCM8	LCAC	BEACH GRP	BHPTYTM	TACRON	BARGE FERRY	MIUW UNIT	IBU	NCWG STAFF	MDSU	MSD	FMDD	HDC UNIT
MOB-D-1-SF (24,0,0) MESSING AT BATTLE STATIONS									X	X	X				X
MOB-D-2-SF(3,6,12) RELIEF OF VITAL STATIONS									X	X	X				X
MOB-D-3-SF(1,2,3) MANNING BATTLE STATIONS									X	X	X				X
MOB-D-L02 (3,6,9) FIRE EXT/SMOKE CLEARANCE[1]				X											
MOB-D-L03 (3,6,9) CRAFT FIRE IN WELL DECK[1]				X											
MOB-D-L05 (3,6,9) CARGO DECK FIRE[1]				X											
MOB-D-9-SF (3,6,9) MAIN SPACE FIRE		X									X				
MOB-D-11-SF (3,6,12) SETTING MATERIAL CONDITIONS		X									X				
MOB-D-12-SF (3,6,12) UNDERWATER HULL DAMAGE		X													
MOB-D-13-SF(3,6,9) SHORING		X									X				
MOB-D-14-SF (3,6,9) FIRE EXT/SMOKE CLEARANCE		X									X				
MOB-D-20-SF (3,6,12) ISOLATE/PIPE PATCH		X									X				
MOB-D-21-SF (3,6,9) MAJOR FLOOD PROPULSION SPACE		X									X				
MOB-D-23-SF (3,6,9) LOCATE DC FITTINGS		X													
MOB-D-24-SF (1,2,3) DARKEN SHIP		X									X				
MOB-D-28-SF (12,24,0) CBR WARFARE DEFENSE	X	X	X	X	X	X			X	X	X		X		X
MOB-D-29-SF (3,6,12) LARK V P-250 D/WATER						X									
MOB-D-30-SF (3,6,12) LCAC CARGO DECK FIRE				X											

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[1] EXERCISE CONTAINED IN SEAOPS MANUAL

MOB-E EXERCISES - UNITS

EXERCISES	PHIBCB	LCU	LCM8	LCAC	BEACH GRP	BHPTY TM	TACRON	BARGE FERRY	MIUW UNIT	IBU	NCWG STAFF	MDSU	MSD	FMDD	HDC UNIT
MOB-E-004-SF (3,6,9) JAMMED RUDDER		X	X							X					
MOB-E-005-SF (3,6,9) MAJOR FO LEAK		X	X					X		X					
MOB-E-007-SF (3,6,9) NOISE M.E./MRG								X		X					
MOB-E-011-SF (3,6,9) CLASS C FIRE SWBD		X							X	X	X				X
MOB-E-012-SF (3,6,9) CLASS C FIRE GEN		X							X	X	X				X
MOB-E-015-SF (3,6,9) LOSS CPP PITCH CONTROL				X											
MOB-E-016-SF (3,6,12) OVERHEATING DIESEL		X	X					X	X	X	X				X
MOB-E-L37 (3,6,9) LOSS OF GENERATOR[1]				X											
MOB-E-L41 (3,6,9) OVER TEMP/FIRE IN APU COMPARTMENT[1]				X											
MOB-E-110-SF (3,6,9) JAMMED THROTTLE									X	X					
MOB-E-200-SF (3,6,9) CRANKCASE EXPLOSION		X	X					X		X					
MOB-E-201-SF (3,6,9) SSDG CRANKCASE EXP		X							X	X	X				X
MOB-E-202-SF (3,6,9) NOISE/VIB MPDE		X						X		X					
MOB-E-203-SF (3,6,9) NOISE/VIB IN SSDG		X							X	X	X				X
MOB-E-204-SF (3,6,9) LOW/LOSS LO MPDE		X	X					X							
MOB-E-205-SF (3,6,9) LOSS/LOW PRESS SSDG		X							X	X	X				X
MOB-E-206-SF (3,6,9) LOSS LO PRESS/MP		X	X							X					
MOB-E-207-SF (3,6,9) LOSS FO PRESS SSDG		X							X	X	X				X
MOB-E-208-SF (3,6,9) MPDE GOV MALFUNCTION		X	X					X		X					
MOB-E-212-SF (3,6,12) GENERATOR OVERLOAD		X													
MOB-E-306-SF (3,6,12) POST SHUTDOWN FIRE/PTC				X											

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[1]   EXERCISE CONTAINED IN SEAOPS MANUAL

MOB-E EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
MOB-E-307-SF (3,6,12) CLASS B FIRE TURB MODULE				X											
MOB-E-309-SF (3,6,12) GT OVERSPEED				X											
MOB-E-310-SF (6,12,18) PWR TURBINE OVERSPEED				X											
MOB-E-313-SF (3,6,12) CLASS B FIRE GTG MODULE				X											
MOB-E-317-SF (6,12,18) LOW LO PRESS GTG				X											
MOB-E-319-SF (3,6,12) POST SUTDOWN FIRE GTG				X											
MOB-E-328-SF (3,6,12) LOSS ME FO PRESS				X											

MOB-N EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
MOB-N-4-SF (6,9,12) PILOTING BY GYRO		X													
MOB-N-6-SF (3,6,9) LOW VIS PILOTING		X													
MOB-N-7-SF (3,6,9) LOSS OF GYRO		X													

MOB-S EXERCISES - UNITS

EXERCISES	PHIBCB	LCU	LCM8	LCAC	BEACH GRP	BHPTYTM	TACRON	BARGE FERRY	MIUW UNIT	IBU	NCWG STAFF	MDSU	MSD	FMDD	HDC UNIT
MOB-S-2-SF (12,24,36) HEAVY WEATHER										X					
MOB-S-3-SF (6,9,12) PRECISION ANCHORING		X		X						X					
MOB-S-4-SF (18, 12, 24) MOORING TO BUOY		X													
MOB-S-5-SF (3,6,9) MOORING TO PIER/SHIP		X	X					X		X					
MOB-S-6-SF (3,6,9) MAN OVERBOARD		X	X					X		X					
MOB-S-7-SF (6,12,18) PREP ABANDON SHIP		X								X					
MOB-S-12-SF (6,12,18) TOW AND BE TOWED				X						X					
MOB-S-14-SF (3,6,9) SAREX								X	X	X					
MOB-S-26-SF (3,6,9) MOUNT OUT SEL ELEM/DET	X				X			X	X						
MOB-S-27-SF (3,6,9) LARC ENTER LEAV SURF						X									
MOB-S-28-SF (3,6,9) LARC MAN OVERBOARD						X									
MOB-S-29-SF (3,6,9) LCM 8 EMERG RAMP RAISE						X									
MOB-S-31-SF (3,6,9) LCAC MAN OVERBOARD				X											
MOB-S-32-SF (6,9,12)) LCAC PREP ABANDON CRAFT				X											

MOBILE SECURITY DETACHMENT EXERCISES - UNIT

EXERCISES
MDSU-MOB-01 (12,18,24) RAPID DEPLOYMENT PROCEDURES
MDSU-MOB-02 (12,18,24) RAPID LOADOUT (AIR TRANSPORTATION)
MDSU-MOB-03 (12,18,24) RAPID LOADOUT (SHIP TRANSPORTATION)
NSW B-1.02 (6,12,18) FORWARD BASE/MOBILE SEABASE DEFENSE
NSW B-1.08 (6,12,18) COMBAT CRAFT DIRECT FIRE SUPPORT
NSW B-1.09 (6,12,18) PATROL TACTICS
NSW B-1.11 (6,12,18) HIGH SPEED ATTACK
NSW B-1.12 (6,12,18) CONVOY SUPPORT
NSW B-1.14 (6,12,18) ENGAGE SURFACE CONTACT
NSW B-1.16 (6,12,18) COMBAT FIRST AID/MEDEVAC
NSW B-1.18 (6,12,18) LIVE FIRE SMALL ARMS SKILLS PROFICIENCY
MOB B-2.01 (12,18,24) FIRE ON CRAFT EXERCISE
MOB B-2.02 (12,18,24) CBR OPERATION
MOB B-2.06 (3,6,9) NAVIGATION EXERCISE
MOB B-2.09 (6,12,18) PATROL TACTICS
MOB B-2.10 (3,6,9) OPERATIONAL EQUIPMENT CASUALTY

MOB B-2.12 (3,6,9) LOW-VISIBILITY PILOTING
MOB B-2.13 (3,6,9) ENGINEERING CASUALTY
MOB B-2.14 (3,6,9) MOORING EXERCISE
MOB B-2.15 (3,6,9) TOWING EXERCISE
MOB B-2.16 (3,6,9) DAMAGE CONTROL CASUALTY
MOB B-2.17 (3,6,9) WEAPON SYSTEMS CASUALTY
MOB B-2.20 (3,6,9) RESCUE AND ASSISTANCE DAMAGE CONTROL SKILLS
CCC B-3.02 (6,12,18) EMERGENCY DESTRUCTION OF CLASSIFIED MATERIAL
CCC B-3.03 (6,12,18) OPERATIONAL DECEPTION
CCC B-3.04 (6,12,18) COMMUNICATIONS EXERCISE
CCC B-3.05 (6,12,18) INCIDENT REACTION
INT B-4.01 (1,2,3) SURFACE CONTACTS RADAR AND VISUAL IDENTIFICATION
INT B-4.02 (6,12,18) COASTAL SURVEILLANCE/ INTELL COLL.
INT B-4.03 (6,12,18) ESCAPE AND EVASION
INT B-4.04 (3,6,9) MISSION PLANNING EXERCISE
SUW-17-SF (6,12,18) HIGH SPEED SURFACE ENGAGEMENT

ADDITIONAL EXERCISES FOR MOBILE SECURITY DETACHMENTS

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NCO EXERCISES - UNITS

EXERCISES	PHIBCB	LCU	LCM8	LCAC	BEACH GRP	BHPTYTM	TACRON	BARGE FERRY	MIUW UNIT	IBU	NCWG STAFF	MDSU	MSD	FMDD	HDC UNIT
NCO-4-SF (6,12,18) REPORT OF ELECTRONIC CASUALTIES													X		
NCO-5-SF (6,12,18) EQUIP CASUALTY REPAIR (ELECTRONIC SYS) DURING LOSS OF LIGHTING													X		
NCO-6-SF (6,12,18) USE OF INSTALLED SPARE FUSES													X		
NC0-7-SF (6,12,18) USE OF EMERGENCY POWER IN ELECTRONIC SYSTEM SPACES													X		
NCO-12-SF (3,6,9) EQUIP CASUALTY REPAIR													X		
NCO-19-SF (6,12,18) SMALL ARMS QUALS[1]													X		
NCO-28-SF (3,6,9) ROE													X		
NCO-29-SF (12,18,24) DEFENSE VS U/W SWIMMERS													X		
NCO-30-SF (1,2,3) SHIP PENETRATION-BASIC													X		
NCO-30-SF (1,2,3) SHIP PENETRATION-ADVANCED													X		
NCO-32-SF (6,12,18) TERRORIST A/C ATTACK[2]													X		
NCO-33-SF (6,12,18) SMALL BOAT ATTACK[2]													X		
NCO-34-SF (6,12,18) BOMB THREAT[2]													X		
NCO-35-SF (6,12,18) HOSTAGE SITUATION													X		
NCO-36-SF (12,18,24) FLOATING DEVICE													X		
NCO-39-SF (6,12,18) FORCE PROTECTION (PIERSIDE) PLANNING EXERCISE													X		
NCO-40-SF (18,24,0) FORCE PROTECTION (PIERSIDE) PLAN EXECUTION EXERCISE													X		

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[1] CONDUCT WEAPONS QUALIFICATION PER OPNAVINST 3591.1 (SERIES) AND PROFICIENCY SHOOTS PER CNSF 3300.1.
[2] CONDUCT MONTHLY WHEN DEPLOYED.

NCO EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
NCO-41-SF (6,12,18) FORCE PROTECTION (WATERSIDE) PLANNING EXERCISE													X		
NCO-42-SF (18,24,0) FORCE PROTECTION (WATERSIDE) PLAN EXECUTION EXERCISE													X		

NSW EXERCISES - UNITS

EXERCISES	PHIBCB	LCU	LCM8	LCAC	BEACHGRP	BCHPTYTM	TACRON	BARGE FERRY	MIUW UNIT	IBU	NCWG STAFF	MDSU	MSD	FMDD	HDC UNIT
NSW B-1.02 (24,0,0) FORWARD BASE DEFENSE EXERCISE[1]										X					
NSW B-1.08 (24,0,0) DIRECT FIRE SUPPORT EXERCISE1										X					
NSW B-1.10 (3,6,9) CONTACT TRACKING EXERCISE										X					
NSW B-1.11 (24,0,0) HIGH SPEED ATTACK EXERCISE[1]										X					
NSW B-1.12 (6,12,18) CONVOY SUPPORT EXERCISE										X					
NSW B-1.14 (3,6,9) ENGAGE SURFACE CONTACT EXERCISE										X					
NSW B-1.15 (12,24,36) TARGET ILLUMINATION EXERCISE										X					
NSW B-1.16 (12,24,36) COMBAT FIRST AID / MEDICAL EVACUATION										X					
NSW B-1.17 (12,24,36) COMBAT SEARCH AND RESCUE EXERCISE										X					
NSW B-1.18 (12,24,36) LIVE FIRE SMALL ARMS PROFICIENCY EXERCISE										X					

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[1] WHEN REQUIRED BY OPSKED AND/OR ISIC

SUW EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
SUW-9-SF (3,6,9) SURFACE TRACKING									X						
SUW-17-SF (12,24,36) SHORT RANGE, HIGH SPEED SURFACE ENGAGEMENT WITH MACHINE GUNS										X					
SUW-19-SF (12,24,36) HIGH SPEED, QUICKFIRE EXERCISE										X					

USW EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
ASW-11-SF (6,12,18) UNIDENTIFIED CONTACT REPORTING									X						
ASW-21-SF (6,12,18) PASSIVE ASW OPERATIONS									X						
ASW-33-SF (24,0,0) SEARCH/DEFEND OBJECTIVE AREA[1]									X						
ASW-37-SF (6,12,18) CONTACT MANAGEMENT AND MULTI-SENSOR CORRELATION									X						
ASW-46-SF (6,12,18) ASW MISSION PLANNING									X						
ASW-5-I[1] (24,0,0) SHALLOW WATER EXERCISE									X						

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[1] WHEN REQUIRED BY ISIC AND/OR OPSKED

THIS SECTION HAS BEEN DELETED

APPENDIX C

EXERCISE EQUIVALENCIES

C-101. **General**. The following matrix lists those exercises approved for readiness reporting under the type commander's exercise equivalency program. This exercise equivalency program includes only scenarios run on own ship's systems whether generated from shore-based/mobile (van) scenario generators or embedded/on board scenario generators. As discussed in Chapter 1, the use of simulation devices offers great advantages in improving proficiency in performance while reducing steaming days required to perform required training events. Simulated practice for anticipated exercises will invariably improve execution of the actual event, and procedures exercised in port will be executed more smoothly at sea. The preparation for every operation should include the use of simulation as part of normal preparation. As these systems become more widely distributed, specific requirements for their use will be promulgated.

C-102. **Scope**. As indicated in Article 4206, equivalencies will not be granted for actual weapons firings except as noted therein. In addition, specific exercises designated as readiness caps must be satisfactorily performed. Exercises claimed by equivalence will not remove or negate caps.

C-103. **Reporting**. Credit for equivalencies will be obtained by reporting completion in accordance with Article 4304.c.

C-104. **Approved Scenario Generation Devices**

   a. Shore-based (including portable):

   TACDEW   Tactical Advanced Combat Direction and Electronic Warfare System
   ITS/TCD   Integrated Training System/Trainer Control Device
   COLT   Cryptologic On-line Trainer
   20E19   NGFS Training Device
   CMTpc   Cruise Missile Trainer Portable Computer
   PROVT   Portable Radar Operator Video Trainer
   BFTT Portable Portable Battle Force Tactical Training System (Formerly Carry-On Combat System Trainer)

   b. On board/embedded:

   BFTT   Battle Force Tactical Training System
                  CG 47: AN/USQ-T46A(V)2
                  DDG 51: AN/USQ-T46A(V)3
                  DD 963: AN/USQ-T46A(V)5
                  FFG 7: (under review)
                  LHA 1: AN/USQ-T46A(V)6
                  LHD 1: AN/USQ-T46A(V)7
                  LSD 41/49: AN/USQ-T46A(V)8
   ACTS   AEGIS Combat Training System, MK 29 & MK 50
   VSS   Video Simulation System, SM-441
   SQQ-89 OBT   AN/SQQ-89 On Board Training Device
   T5/T6   Passive/Active AEGIS AN/SQS-53A Sonar Simulator - USED?
   BEWT   BFTT Electronic Warfare Trainer
   EWOBT   S10H7 Electronic Warfare On Board Trainer (EWOBT)
   SSQ-91   Combat System Training System AN/SSQ-91 for LHD
   SSQ-94   Mine Countermeasures Simulator AN/SSQ-94 for MCM/MHC
   CMTpc   Cruise Missile Personal Computer

C-105. Legend:

X_C = CORT FFGs

X_D = ACTS with DS3Q

X_F = All SQQ-89 equipped ships, excepting FFG 7 class

X_L = Can accomplish except no LInk-4A capability

X_M = Requires multi-ship

X_S = Can qualify standalone (multi-ship not required)

X_T = Can accomplish with TSSS installed with BFTT system

X_{32} = Simulation with AN/SLQ-32 only

EXERCISE EQUIVALENCIES

FXP EXERCISES	TACDEW	COLT	TCD	CMTpc	20E19	PROVT	BFTT PORT	BFTT CG	BFTT DDG	BFTT DD	BFTT LHA	BFTT LHD	BFTT LSD	ACTS	VSS	SQQ89 0BT	T5/T6	BEWT	CSTS SSQ91	MCS SSQ94
AMW-18-I (6,12,18)						X	X				X	X	X_T						X	
AMW-20-I (6,12,18)							X				X	X	X_T						X	
AW-2-SF (24,0,0)							X_S	X_M	X_M		X_M	X_S							X_S	
AW-3-SF (3,6,9)							X	X_D	X_D		X	X	X_T	X_D					X	
AW-4-SF (24,0,0) (N/F)							X	X	X					X	X					
AW-6-SF (24,0,0) (N/F)							X	X	X					X	X					
AW-7-SF (3,6,9)							X	X	X					X	X					
AW-11A-SF (24,0,0)								X	X	X	X	X		X						
AW-15-SF (24,0,0)	X						X	X	X		X	X	X_T	X						
AW-24-SF (24,0,0) (N/F)							X	X	X					X	X					
AW-26-SF (24,0,0)							X					X		X						
AW-27-SF (24,0,0)								X	X					X						
AW -3-I (24,0,0)	X_L						X_L	X_L	X_L		X_L	X		X	X_L				X	
AW -4-I (24,0,0)	X					X	X	X	X		X	X	X	X	X				X	
AW -5-I (24,0,0)							X	X	X					X	X					
AW -7-I (24,0,0)							X	X_D	X_D					X	X_D					
AW -8-I (24,0,0)							X				X	X			X	X			X	
AW -9-I (24,0,0)							X	X_D	X_D			X		X_D					X	
AW -10-I							X	X	X		X	X		X					X	
AW -11-I							X	X_D	X_D			X		X_D					X	
AW -13-I							X	X	X		X	X	X	X	X				X	

FXP EXERCISES	TACDEW	COLT	TCD	CMTpc	20E19	PROVT	BFTT PORT	BFTT CG	BFTT DDG	BFTT DD	BFTT LHA	BFTT LHD	BFTT LSD	ACTS	VSS	SQQ890 BT	T5/T6	BEWT	CSTS SSQ91	MCS SSQ94
AW -14-I							X	X	X		X	X		X					X	
C2W-2-SF (3,6,9)																			X_{32}	
C2W-6-SF (3,6,9)																			X_{32}	
C2W-7-SF (12,18,24)	X						X	X	X	X	X	X_T	X_T						X_{32}	
C2W-8-SF (12,18,24)	X						X	X	X	X	X	X_T	X_T							
C2W-30-SF (3,6,9)		X																		
C2W-33-SF (12,18,24)		X																		
CCC-3-SF (6,12,18)	X					X	X	X	X	X	X	X	X		X	X			X	
CCC-15-SF (3,6,9)							X	X	X		X	X	X_T	X	X				X	
CCC-16-SF (6,12,18)							X	X						X						
MIW-4.7-SF (3,6,9)																				X
STW-21-A			X				X	X	X											
SUW-1-SF (3,6,9)	X					X	X	X	X			X	X_T	X	X				X	
SUW-2-SF (3,6,9)							X	X	X	X	X	X	X			X	X	X		
SUW-9-SF (3,6,9)	X					X	X	X	X			X	X_T	X	X					
SUW-10-SF (3,6,9)						X	X	X	X			X	X_T	X	X					
SUW-13-SF (6,12,18)							X													
SUW-14-SF (6,12,18)	X						X	X	X					X			X			
SUW-18-SF (6,12,18)				X			X	X	X	X										
SUW-2-I (6,12,18)	X					X	X	X	X					X	X	X		X		
SUW-3-I (6,12,18)	X						X	X	X					X	X	X		X		
ASW-8-SF (3,6,9)			X				X	X	X	X				X		X	X			

FXP EXERCISES	T A C D E W	C O L T	T C D	C M T p c	2 0 E 1 9	P R O V T	B F T T P O R T	B F T T C G	B F T T D D G	B F T T D D	B F T T L H A	B F T T L H D	B F T T L S D	A C T S	V S S	S Q Q 8 9 0 B T	T 5 / T 6	B E W T	C S T S S S Q 91	M C S S S Q 94
ASW-19-SF (24,0,0)		X				X	X	X				X		X	X					
ASW-11-SF (3,6,9)			X				X	X	X	X				X		X	X			
ASW-21-SF (3,6,9)			X				X	X	X	X				X		X	X			
ASW-22-SF (3,6,9)	X		X				X	X	X	X				X		X	X			
ASW-26-SF (3,6,9)			X				X	X	X	X				X		X_F	X			
ASW-31-SF (3,6,9)			X				X	X	X	X				X		X	X			
ASW-32-SF (3,6,9)			X				X	X	X					X		X	X			
ASW-33-SF (3,6,9)			X				X	X	X	X				X		X				
ASW-41-SF (12,0,0)	X		X				X	X	X	X				X		X				
ASW-46-SF (3,6,9)			X				X	X	X	X				X		X				
ASW-47-SF (3,6,9)	X		X				X	X	X	X				X		X				
ASW-53-SF (3,6,9)	X		X				X	X	X	X				X		X				
ASW-54-SF (3,6,9)	X		X				X	X	X	X				X		X				
ASW-55-SF (3,6,9)	X		X				X	X	X	X				X		X				

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APPENDIX D

TYCOM FORMAL SCHOOL REQUIREMENTS

Ref: (a) CFFCINST 3501.3 Series (Fleet Training Strategy)
        (b) LTA SDIEGOINST 3500.1
        (c) LTA SDIEGOINST 1540.1
        (d) LTA Hampton Roads 101152Z AUG 98
        (e) OPNAVINST 3120.32C (Standard Ship's Organization and Regulations Manual)
        (f) COMNAVSURFLANTINST 1320.1D/COMNAVSURFPACINST 1320.1D (TAD and School
            Quota Administration)

D-101. **General**. This appendix discusses TYCOM formal school training requirements for ships, staffs, and units of the Naval Surface Force. In accordance with ref (a), COMNAVSURFOR school graduate requirements reside in the Navy Training Management and Planning System (NTMPS). Therefore, each unit must ensure that the appropriate number and level of personnel have obtained an NTMPS account.

D-102. **Navy Training Management and Planning System (NTMPS) and Fleet Training Management and Planning System (FLTMPS)**. NTMPS and FLTMPS are the latest and most advanced Manpower Personnel and Training (MPT) decision support systems available to training managers. They combine multiple funding, facilities, personnel, manpower, equipment and school information systems into a single, integrated database for all levels of shipboard training management and planning.

        a. NTMPS provides up to date manpower, training and readiness data, including ship- specific training requirements and deficiencies, basic course and CANTRAC information, and projected gains and losses. It includes detailed summary-level reports to display formal course requirements, NEC/NOBC requirements versus personnel assigned, and detailed individual information.

        b. NTMPS software requirements include: Citrix client software (version 6.30.1050 or later) and Internet Explore (version 5.5 or higher). DOD Public Key Infrastructure (PKI) security certificates must be installed in order to access NTMPS. Both software and DOD security certificates can be downloaded from NTMPS web site (http://www.ntmps.navy.mil). Appendix C of the NTMPS Users Guide contains detailed instructions for the download and configuration of the software.

        c. In order to establishing an NTMPS account, an application form must be downloaded from the NTMPS web site, filled out, and faxed to the NTMPS support office. The fax number and other amplifying instructions are provided on the form itself.

        d. Fleet Training Management and Planning System (FLTMPS) is a web-based program that is a sub-system of NTMPS. It provides "push button" report generation that allows command training managers to access and view a wealth of training-related databases that reside in NTMPS whether inport or underway. Personnel who desire access to FLTMPS should submit requests via Email to support@ntmpshelp.com or call toll free (1-866-438-2898). FLTMPS access will only be granted to current NTMPS account holders.

        e. Training in the use of NTMPS/FLTMPS can be coordinated through the local Training Support Center (TSC) or Training Support Detachment (TSD), see para D-106 a.

D-103. **Formal Schools Listing**

        a. NTMPS formal school entries are organized by mission area, and will list the course number, course title and minimum number of required graduates. Specific attendance requirements (e.g. billet, rating, etc.) will be notated accordingly, if applicable.

Detailed information concerning most courses listed therein can be found in the Catalog of Navy Training Courses (CANTRAC), NAVEDTRA 10500 which may be viewed at www.cantrac.cnet.navy.mil.

b. Shipboard Enhancement Training Program (STEP) courses are CD-ROM training media that can provide required training without the expenses necessitated by TAD travel and lodging. Required STEP courses have been integrated into NTMPS, and STEP course CD-ROMs can be made available by contacting the appropriate Learning Center. Contact the nearest Training Support Center (TSC) Fleet Liaison to find out the proper procedures required to submit STEP course completion records into NTMPS.

c. Required Team Training. TYCOM formal school requirements for ships include team training requirements designed to provide basic team skill levels in watch standing, tactics, fire fighting and damage control, necessary to continue training during fleet operations. Specific team training guidance follows:

(1) Team training will be repeated once per FRTP for specified ships not in a regular deployment cycle. Additionally, the Commanding Officer, during CART I, will assess the ship's team training status to determine the need to repeat this training. In assessing the various teams' training status, factors to be considered include:

(a) Significant loss of team personnel that degrades team effectiveness.

(b) Loss of experienced supervisory personnel concurrent with arrival of new personnel lacking experience and unit qualifications.

(c) Unit operations that have prevented adequate opportunities to exercise the team.

(d) In the case of NSFS, if a ship has not dropped below M2 in the FIREX exercises, attendance at a formal team trainer is not mandatory provided there has been no personnel turnover in any critical team billet.

d. NEC required training should be provided for and funded as a part of PCS orders. If personnel are received without required NEC training, a request for funding may be made to COMNAVSURFLANT (N413C) or COMNAVSURFPAC (N00F) for those schools less than 20 weeks in length.

e. Surface Warfare Officer Billet Specialty Training (SWO BST) for officers assigned to surface ships and afloat staffs is under the cognizance of PERS-41.

f. Limited TADTAR resources may not permit accomplishment of all training requirements delineated in NTMPS. Commanding Officers may request TADTAR augmentation to complete training requirements; however, in the event of TADTAR shortfalls, Commanding Officers must prioritize training based on individual ship needs within existing funding resources.

D-104. **Exportable Training**. Training facilities that provide required training to Surface Force units are not available in each homeport. In cases requiring travel to and from the school, TEMADD funds may not be available to deliver enough students to the schoolhouse for training. References (b) through (d) describe procedures for arranging Mobile Training Teams (MTT). Appropriate references should be checked, as procedures are different in each fleet. TADTAR resources should not be used for training located away from a unit's homeport if that training is available in the homeport either by resident training facilities or by MTT.

D-105. **Naval Reserve Force Units**. Formal school training requirements for NRF units are listed in NTMPS.

D-106. **School Quota Management**. Procedures for requesting and administering school quotas are found in ref (f). As specified in Article 303.20 of ref (e), the Training Officer is responsible for school quota management. Only Training Officers or their designated alternates will submit quota requests. Each ship shall establish procedures for requesting quotas, verifying prerequisites, issuing orders, arranging transportation/berthing and briefing personnel scheduled to attend schools. Units requesting quotas are required to use the Enterprise Navy Training Reservation System (eNTRS). The program provides Internet access to view pertinent course information and manage requested quotas. eNTRS access information and user guide are available at: https://entrs.chamb.disa.mil/login_page_main.jsp.

When eNTRS is not available, contact the nearest Centralized Quota Control (CQC) for available quotas.

      a. The Training Support Centers (TSC) and Training Support Departments (TSD) located in designated Fleet Concentration Areas are the primary points of contact for Individual Skill training needs. They can provide assistance during the FRTP to achieve training goals. They act as liaison between the individual Learning Centers and fleet units to evaluate new or unsupported fleet training requirements and once validated by the Learning Centers, to assist in satisfying those requirements. They will assist command Training Officers in formulating training plans and in learning how to use NTMPS/FLTMPS, CANTRAC/ eNTRS and IBFT to more effectively manage and meet training requirements. These support organizations offer booking of NETC Class F, T and D schools (C schools 30 days prior to convening) in their local areas through their Quota Control offices. They can also coordinate with Learning Centers and Sites to schedule additional course convenings to support emergent fleet requirements (contingent upon available resources) or reallocate quotas as required. TSCs and TSDs will offer regularly scheduled Training Officer seminars and promulgate weekly training messages advertising training courses in the local area. To request assistance from the Training Support organization in your area contact:

      San Diego - Mr. Bob Villalobos - 619-556-7632 (DSN 526)

      Hampton Roads - (757) 445-7353 ext 1100 (DSN 565)

      Pacific Northwest - Mr. Paul Vosseler -360-315-2674 (DSN 322)

      Hawaii - Ms. Myra Yamada - 808-4723-0384

      Japan - Mr. Rand Lee – DSN: 243-6115

D-107. **Damage Control and Fire Fighting Training**.

      a. Formal Damage Control and Firefighting school requirements are listed in NTMPS. Units are to consider these requirements as the highest shipboard training priority.

      b. All afloat personnel will complete DC PQS (NAVEDTRA 43119 series, Watchstations 301 - 306) within six months of reporting aboard.

      c. Personnel reporting from another ship who have already completed basic damage control PQS shall qualify on ship specific DC systems of the DC PQS (Section 200) within three months of reporting aboard.

      d. All personnel shall complete emergency egress training within 96 hours of reporting aboard and every six months thereafter. This training will consist of blindfolded escape from working, berthing and watchstanding spaces. Training will also include actual activation and donning of Training Emergency Escape Breathing Device (EEBD). All personnel who are required to wear a Supplemental Emergency Escape Device (SEED) in the performance of their duties will receive SEED training in conjunction with EEBD training.

      e. All personnel shall complete breathing apparatus (OBA or SCBA) refresher training within three months of reporting aboard and every six months thereafter.

      f. Personnel may not be assigned to a repair party or Inport Emergency Team (IET) until they have completed DC PQS (Watchstations 301 - 306). All personnel assigned to repair party teams or IET shall complete the DC PQS applicable to their assignment within three months of team assignment. All personnel shall be fully qualified in all prerequisite watchstations prior to assignment to a new position on repair party teams and IET.

      g. DC Team Training (DCTT) personnel shall be fully qualified for the billet they are assigned to train and complete the DCTT Members PQS (Watchstation 320).

h. Gas Free Engineering Petty Officers and Fire Marshals shall complete applicable sections of DC Watches PQS (NAVEDTRA 43119-4) and DC PQS prior to assignment.

i. Post-fire Test Assistants will be qualified as Gas Free Engineers, Gas Free engineer Assistants or Gas Free Engineering Petty Officers.

j. Departmental or Division Damage Control Petty Officers (DCPO) shall complete the DCPO Shipboard Training Enhancement Program (STEP) course (CIN A-495-0400), be certified by the DCA and approved by the Executive Officer prior to assignment.

k. DC maintenance personnel shall complete DC PQS (Watchstations 301 - 306), 3M Watchstation 301, the DCPO STEP course and be certified by the DCA prior to assignment.

l. Personnel assigned to shipboard duty not having received accession level Chemical, Biological and Radiological Defense (CBR-D) training may fulfill training requirements by completing onboard training by the DCA, CBR-D training specialist (NEC 4805) or senior enlisted DC training specialist (NEC 4811) and completing the appropriate DC PQS.

m. In addition all newly reporting personnel should receive basic shipboard survivability training as detailed in NAVEDTRA 43119 series, Section 101, at a minimum, at Shipboard Indoctrination.

D-108. **Damage Control Training for Embarked Personnel.** Commanding Officers will provide basic DC instruction for Fleet Marines, other military members and contractor personnel embarked in U.S. Navy ships for a limited duration. This will include, as a minimum, emergency egress from berthing and work spaces, use of an EEBD, use of CO_2, PKP and AFFF extinguishers, fire stations, compartment numbering system, general quarters stations, abandon ship stations, man overboard stations, shipboard communications systems, emergency or casualty reporting and use of the APC system for those personnel assigned mess deck duties.

D-109. **C4ISR Systems Training**. The Integrated Battle Force Training (IBFT) website was created to better coordinate the unique training requirements brought about by the rapid influx of new C4ISR systems placed aboard ships. While IBFT schools now reside on NTMPS under the appropriate mission area, IBFT remains the authoritative source for managing and tracking CNSF C4ISR formal school requirements until this capability is fully integrated into NTMPS.

a. The IBFT provides FRP Training Metric data based on C4ISR training requirement completions. This data should be thoroughly reviewed to ensure individual units are maintaining a high level of training readiness throughout the FRTP.

b. Commands are responsible for assigning the most appropriate person to each individual training requirement (or "job"). Commands are also responsible for the validation of installed C4ISR systems captured in IBFT. Command configuration and master systems lists are available in reports area of IBFT to facilitate validation.

c. The IBFT website is located at: https://c4isr.spawar.navy.mil/04/ibft/

D-110 **Fleet Intelligence Readiness Program (FIRP**) is the single authoritative source for Intel training requirements. All required Intelligence training requirements are listed in this database to include NECs, IBFT, and SFTM required schools.

D-111. **Cryptologic Formal Schools Requirements**. Formal schools training should be completed within the designated training cycle.

D-112. **Feedback**. Recommendations for changes to TYCOM formal school requirements listed in NTMPS can be submitted using feedback reports resident in NTMPS. The forms should be forwarded to COMNAVSURFOR N7 point of contact via the ISIC.

APPENDIX E

TRAINING ASSESSMENT PROGRAM

Ref: (a) COMFLTFORCOMINST 3501.3 Series (Fleet Forces Command Fleet Training Strategy)

E-101. **General**. This appendix provides guidance for conduct of the Training Assessment Program (TAP).

E-102. **Concept**. The Afloat Training Group (ATG) will conduct the training assessment and associated data collection on ship's watch standers and training teams. Training will be assessed through demonstration of selected subsets of the associated mission areas per this manual, and will also include a limited administrative review of training programs.

E-103. **Selection/Notification**.

     a.   Selection. COMNAVSURFPAC/COMNAVSURFLANT, working with COMSECONDFLT/ COMTHIRDFLT will identify the ship selected for a training assessment. The numbered fleet commander will be fully involved in the selection process to minimize interference with integrated/sustainment training and previously scheduled events. Ships will be selected randomly for the assessment based on position in the training cycle and availability.

     b.   Notification. The ship will be notified 48 hours prior to commencement of the event. Short notification is key element of the assessment. Short notice provides a true snapshot of the ship's training, as conducted on their own, inside the constraints of their existing schedule. 48 hours allows sufficient time for the ship's training teams to ship check ATG provided CSTT drill scenarios and for required records/documentation to be assembled.

E-104. **Demonstrated Mission Areas**. Assessment events and schedule will require the selected ship to demonstrate most mission areas. Specifically, AW, CCC, CRY, EW, FSO-M, INT, MOB-D, MOB-E, SW, STW, and USW objectives and drill scenarios will be provided by ATG to the ship's training team to plan and execute. For AMW, ATFP, FSO-S, LOG, MIW, MOB-N, MOB-S, and VBSS, ATG will conduct an administrative review only. Ships embedded training devices will be required to execute combat systems scenarios. Each scenario or training event will have an associated number of training objectives (and enabling objectives) that comprise the basis for the collection of proficiency data. Determination of overall proficiency in each mission area is based on the number of objectives successfully demonstrated as compared to the number of overall objectives built into the drill or scenario.

E-105. **Notional Schedule of Events**. The training assessment will be one or two days, depending on the unique circumstances. A two-day notional schedule is provided below. A one-day event will be a subset of the events conducted below.

     a.   Day One.
        (1) AM:
           - Combat Systems DTE scenario, Condition III, first watch section 3-hour event (2 hour scenario, 30 minutes each end for setup and briefing) (encompasses AW, SW, EW, INT, CRY).
           - Communications assessment, IT watch standers, first watch section.
           - Medical casualty drills.
        (2) PM:
           - Combat Systems DTE scenario, Condition III, second watch section 3-hour event (2 hour scenario, 30 minutes each end for setup and briefing) (Same as morning event with different watch team).
           - Communications assessment, IT watch standers, second watch section.
           - Inport emergency team drill (post DTE).
           - Medical casualty drills.

b. Day Two.
    (1) AM:
        - TLAM strike scenario (4 hour event).
        - Communications assessment cont.
        - Cryptology (comms) assessment (CRY ops assessed during DTE scenarios).
        - Engineering evolutions (First watch section).
        - Damage Control drills (2 repair lockers fully manned, non-GQ) one locker conducting fire-fighting drill, other locker structural damage drill.
        - Medical casualty drill.
    (2) PM:
        - USW scenario (first run), Condition III/IIAS, first watch section (starts with condition III and transitions to condition II).
        - USW scenario (second run), Condition III/IIAS, second watch section 4-hour event (1.5 hour each scenario, 30 minutes each end for setup and briefing).
        - Communications assessment cont.
        - Engineering evolutions (second watch section).
        - Damage control drills (2 repair lockers fully manned, non-GQ) opposite lockers conduct fire fighting and structural damage drills.
        - Medical casualty drills.

E-106. **Training Assessment Requirements**. Conduct applicable certifications per Figure 2-4-2, as follows:

a. Anti-Terrorism Force Protection (ATFP)
    (1) Assess CTR C, D, E, F, H.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).

b. Air Warfare (AW)
    (1) Assess CTR B, F, G, H, K, L.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).
    (5) Demonstrate Condition III watch teams.
    (6) Evaluate watch stander and training team proficiency.

c. Communications (CCC)
    (1) Assess CTR B, D, E.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).
    (5) Demonstrate Condition III watch teams.
    (6) Evaluate watch stander and training team proficiency.

d. Cryptology (CRY)
    (1) Assess CTR B, C, D, H.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).
    (5) Demonstrate Condition III watch teams. (CRY ops assessed during DTE scenario).
    (6) Evaluate watch stander and training team proficiency.

e. Electronic Warfare (EW)
    (1) Assess CTR B, C, E, G, H.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.

    (4) Schools accomplishment (percent).
    (5) Demonstrate Condition III watch teams.
    (6) Evaluate watch stander and training team proficiency.

f.   Medical (FSO-M)
    (1) Assess CTR A, B, D, E.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).
    (5) Demonstrate Condition III watch teams. (Medical Casualty drills).
    (6) Evaluate watch stander and training team proficiency.

g.   Intelligence (INT)
    (1) Assess CTR C, D, F.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).
    (5) Demonstrate Condition III watch teams.
    (6) Evaluate watch stander and training team proficiency.

h.   Damage Control (MOB-D)
    (1) Assess CTR A, B, F.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).
    (5) Evaluate watch stander and training team proficiency. (Damage Control drills (2 repair lockers damage control drills and IET)).

i.   Engineering (MOB-E)
    (1) Assess CTR A, B, C.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).
    (5) Demonstrate Condition III watch teams. (Engineering evolutions).
    (6) Evaluate watch stander and training team proficiency.

j.   Navigation (MOB-N)
    (1) Assess CTR C, D, E, G, H.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).

k.   Seamanship (MOB-S)
    (1) Assess CTR C, D, E, F, G, I, J.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).

l.   Strike Warfare (STW)
    (1) Assess CTR C, E.
    (2) Assess ship watch team replacement plan.
    (3) Record percent watch team turnover since certification.
    (4) Schools accomplishment (percent).
    (5) Demonstrate Condition III watch teams. (TLAM Strike scenario).
    (6) Evaluate watch stander and training team proficiency.

    m.   Surface Warfare (SW)
- (1) Assess CTR B, E, F, H, J, K, L, M, N.
- (2) Assess ship watch team replacement plan.
- (3) Record percent watch team turnover since certification.
- (4) Schools accomplishment (percent).
- (5) Demonstrate Condition III watch teams.
- (6) Evaluate watch stander and training team proficiency.

    n.   Undersea Warfare (USW)
- (1) Assess CTR A, B, C, D, G.
- (2) Assess ship watch team replacement plan.
- (3) Record percent watch team turnover since certification.
- (4) Schools accomplishment (percent).
- (5) Demonstrate Condition II/III AS watch teams (Start Condition III transition to Condition II).
- (6) Evaluate watch stander and training team proficiency.

    o.   Visit Board Search and Seizure (VBSS)
- (1) Assess CTR B, C, D, E, G, H, I, J.
- (2) Assess ship watch team replacement plan.
- (3) Record percent watch team turnover since certification.
- (4) Schools accomplishment (percent).

    p.   Amphibious Warfare (AMW)
- (1) Assess CTR A, B, D.
- (2) Assess ship watch team replacement plan.
- (3) Record percent watch team turnover since certification.
- (4) Schools accomplishment (percent).

    q.   Diving and Salvage (FSO-S)
- (1) Assess CTR A, B, C, D, H.
- (2) Assess ship watch team replacement plan.
- (3) Record percent watch team turnover since certification.
- (4) Schools accomplishment (percent).

    r.   Logistics (LOG)
- (1) Assess CTR A.
- (2) Assess ship watch team replacement plan.
- (3) Record percent watch team turnover since certification.
- (4) Schools accomplishment (percent).

    s.   Mine Warfare (MIW)
- (1) Assess CTR A.
- (2) Assess ship watch team replacement plan.
- (3) Record percent watch team turnover since certification.
- (4) Schools accomplishment (percent).

E-107. **Preparation**. To expedite the assessment of all areas, the following items are required prior to ATG arrival.

    a. Assemble documentation of all applicable CTR's discussed paragraph E-106 a. – E-106 s. above for presentation to ATG.

    b. Compute percentage watchteam turnover since certification for all warfare areas, for presentation to ATG. Turnover for all areas less DC and stretcher bearers will be if individual who was on watch team has departed the ship since conclusion of Maintenance and Unit Level Training Phases (Basic Phase) Training. If the individual has just moved to a new position in the watch team, that is not turnover. For DC and stretcher bearers, watch team turnover will be computed by determining actual watch stander turnover since completion of Maintenance and Unit

Level Training Phases (Basic Phase) Training, regardless of whether or not the individual who had previously filled a position is still assigned to the ship.

    c. Update watch team replacement plans and watchbills and make available to ATG.

    d. Update all PQS, Weapons, and AIC/AICS qualifications and make available to ATG.

E-108. **Report**. Post assessment results will be provided to the ISIC and the ship.

APPENDIX F

GLOSSARY

AWC - Air Warfare Commander

ADP - Automated Data Processing, computer based processing of information and files, and the associated equipment.

Afloat Training Group (ATG) - Primary training organization for ship basic phase training.

APTS - Acoustic Proficiency Training Systems is an acoustic analysis computer based training device available at FLEASWTRACEN, FTC Norfolk, and all ATGs. It is used for initial and refresher training of acoustic analysts.

ARE - Aviation Readiness Evaluation, a biannual evaluation preceding the aviation certification of aviation capable ships.

ASMD – Anti-Ship Missile Defense.

ASTAC - Anti-submarine Tactical Air Controller

AT - Annual Training. Reserve personnel annual active duty for training.

AT/FP - Anti-terrorism / Force Protection, refers to measures to enhance unit and personnel security through threat indoctrination, awareness training and physical security measures.

ATG - *See* Afloat Training Group

ATRC – AEGIS Training Readiness Center

ATT - Aviation Training Team.

BAF - Back-up Alert Force, part of ship's internal physical security organization.

Battle Group Inport Exercise - *See* BGIE.

BFIMA - Battle Force IMA, part of the concept of fostering an intermediate level maintenance capability in the Battle Force (BFIMA) or in the ARG (ARGIMA).

BFTT - Battle Force Tactical Trainer, an onboard training capability being developed / installed in some ship classes.

BGIE - Unit, Warfare Commander or Group-level exercise designed to enhance participating units' tactical proficiency through the conduct of training scenarios delivered by the inport training architecture.

BMD – Ballistic Missile Defense**.**

CANTRAC - Catalog of Navy Training Courses.

CART - *See* Command Assessment of Readiness and Training

CASREP - Casualty Report, an operational report to report equipment / material casualties.

CCOI / COI - Critical Contact of Interest / Contact of Interest, terms to indicate level of importance of contact information

CINTEX - Combined inport training exercise

CIWS - Close in weapons system, also called PHALANX. Variants Block 1 and Block 2.

CLF - Combat Logistics Force

CMTQ - *See* Cruise Missile Tactical Qualification -

Command Assessment of Readiness and Training, CART 1 is a ship conducted review of personnel assignments and

training requirements for the next IDTC. CART 2 is an ISIC conducted, ATG assisted, post maintenance period assessment of the ship's training needs for the basic phase of training.

COMSEC - Communications Security

CRC - Communication Readiness Certification,

CREWCERT - Crew Certification Program,

CRS – Canister Round Simulator, missile simulator for RAM.

CSRR - Combat Systems Readiness Review

Cruise Missile Tactical Qualification, a biannual, in most cases, required certification for Tomahawk and Harpoon equipped ships.

CSCCE - Combat Systems Casualty Control Exercise

CSOOW - Combat Systems Officer of the Watch

CSOSS - Combat Systems Operational Sequencing System .

C4ISR - Command, Control, Communications, Computer, Information, Surveillance & Reconnaissance

C5RA - Combat Systems, Command, Control, Computers, and Communications Readiness Assessment

CSSQT - Combat Systems Ship Qualification Trials

CSTT - Combat Systems Training Team

CTR – Continuous Training Requirement

DARTS - Air Deployable Acoustic Readiness Training System is an acoustic analysis training system for HSL aircrews. ATGPAC is converting AIR DARTS scenarios to be compatible with the AN/SQQ-28(V) for shipboard training.

DBM - Data Base Manager, a watchstander who correlates non-real time contact locating information.

DCTT - Damage Control Training Team

DFS - Departure From Specifications.

DORA – Diving Operational Readiness Assessment. A critical assessment of a salvage ships diving program.

DT - Developmental Test, part of the test and evaluation process of introducing new systems into the fleet

ECC - Engineering Casualty Control

EDVR - Enlisted Distribution Verification Report.

EEBD - Emergency Escape Breathing Device

EKMS - Electronic Keying Material System, formerly CMS.

EMATT - MK 39 Expendable Mobile ASW Training Target.

EMCON - Emission control

EMO - Electronics Material Officer

Engineering Certification – an ISIC conducted, ATG supported process that assures a ship is ready in propulsion training, operations and material. Conducted every 24 months.

EOCC - Engineering Operational Casualty Control, standard procedures to control anticipated casualties.

EOOW - Engineering Officer of the Watch

EOP - Engineering Operational Procedures

EOSS - Engineering Operational Sequencing System

E-Cert - *See* Engineering Certification.

ESWS - Enlisted Surface Warfare Specialist

ETT - Engineering Training Team

EWEX - Electronic Warfare Exercise, typically an inport training exercise.

EWTG – Expeditionary Warfare Training Group.

FCTC – Fleet Combat Training Center.

FDNF - Forward Deployed Naval Forces, ships and staffs permanently homeported in overseas locations.

FEP - Final Evaluation Period. ISIC conducted event. Culmination of basic training phase.

FIREX - An acronym to describe firing portions of NSFS qualification. FIREX 1 is initial qualification, FIREX 2 is requalification.

FOTC – Force Over-the-horizon Track Coordinator.

FRTP- Fleet Readiness Training Program

FTSC – Fleet Technical Support Center.

FXP - Fleet Exercise Publication. A series of publications that describe training exercises in all mission areas for all platforms. Distributed on NTIC CD-ROM.

GMT - General Military Training

HERO - Hazards of Electromagnetic Radiation to Ordnance, refers to a prohibition on types of electromagnetic radiation while handling ordnance, etc.

IA - Initial Assessment.

IBFT – Integrated Battle Force Training, primary management tool for use in identifying training requirements for C4ISR systems.

IDT - Individual Drill for Training - Reserve personnel weekend training..

IET - Inport Emergency Team (IET)

IOBT - Internal On-board Trainer is the standalone AN/SQS-53D (EC-16/84) active sonar training subsystem.

IOP - Items Of Priority. LOA, IA, Basic Phase Training or UD may identify IOP's for which a ship requires outside repair or technical assistance, or where a class problem is suspected.

ISIC - Immediate Superior in Command

ITT - Integrated Training Team

JQR - Job Qualification Requirements - a locally prepared qualification for which PQS does not exist.

LOA - Light Off Assessment

LOK - Level of Knowledge

LRTP - Long Range Training Plan

LTT - Limited Training Team

MCM - Mine countermeasures, also mine countermeasures class ships.

MDU – Mission Data Update.

MEF - Mid-East Force, non-battle group ships deployed to the Arabian Gulf

MOVREP - Movement report, and operation report concerning the location and movement of ships and staffs.

MRC - Maintenance Requirement Card, part of the Planned Maintenance System, on which steps, material and personnel requirements for a specific maintenance action are listed.

MTT - Medical Training Team, *also* Mobile Training Team

NAVOSH - Navy Occupational Safety and Health, a term used to describe training related to these areas.

NEC - Navy Enlisted Classification, a code used to describe enlisted skills gained through formal schools or experience. Used by the distribution system to fill designated billets with required skills.

NFC - Numbered Fleet Commander; i.e., C2F, C3F, C5F, C6F or C7F.

NMETL - Navy Mission Essential Task List

NOBC - Navy Officer Billet Code, a code used to describe officer skills gained through experience.

E-3

NRF - Naval Reserve Force

NSFS - Naval Surface Fire Support, formerly Naval Gunfire Support (NGFS)

NSTM - Naval Ship's Technical Manual.

NTMPS - Navy Training Management and Planning System.

NTP - Navy Tactical Publication

NTSP - Navy Training System Plan, document used to describe required training for new systems planned for fleet introduction. Formerly Navy Training Plan (NTP)

OBT - Onboard Trainers

OCSOT - Operational Combat Systems Overall Test, a recurring combat systems PMS check.

ODCR - Officer Distribution Control Report

ONI - Office of Naval Intelligence

OOB - Order of Battle, a listing of military resources; e.g., enemy order of battle is a list of enemy forces which are arrayed against friendly forces.

OOC - Out of commission, referring to equipment or material casualties.

OPSEC - Operational Security

ORM - Operational Risk Management, a process of assessing potential risk in operations and training.

OT - Operational Test, part of the test and evaluation process of introducing new systems into the fleet

PACFIRE - Pre-action calibration. Test firing of guns prior to surface action/exercises. Used to determine arbitrary correction to hit (ACTH).

PADS - Passive Acoustic Display Simulator is an acoustic analysis computer based training (CBT) devise.

PBFT - Planning Board for Training

PDT&T - Post Delivery Test and Trial

PMS - Planned Maintenance System.

POFA – Programmed Functional Operational Analysis

PQS - Personnel Qualification System, a formal qualification system in theory, systems and watch qualifications.

PRT&T - Post Repair Test and Trial

QA - Quality Assurance

RAM - Rolling Airframe Missile, an new short range AW weapons system being introduced in some ship classes.

RBO - Repair Before Operate. Equipment found during IA to be unsafe to operate shall be designated RBO.

Repair 8 - The electronic casualty control organization in non-CSOSS ships.

RO - Restricted Operations. A ship assessed as unable to obtain or maintain standards, in the judgement of the ISIC, will be designated for restricted operations.

ROC - Required Operational Capabilities

ROE - Rules of Engagement

RSO - Readiness Support Organization

SALVTRA – Specialized maritime diving and salvage training for salvage ships.

SAT - Security Alert Team, part of the shipboard physical security organization.

SCLSIS - Ship Configuration and Logistics Support Information System

SCOT – System Consolidated Operability Test.

SEAOPS - Safe Engineering and Operations, name of a series of manuals which are the primary reference for LCAC operations.

SELRES - Selected Reservists

SESI - Shipboard Explosive Safety Inspection

SOMMTIP - Ship's Overhaul Modernization Manning and Training Information Program

SORM - Ship's Organization and Regulations Manual (OPNAVINST 3120.32)

SORTS - Status of Resources and Training Systems, an operational report describing ships material and training readiness to perform its mission.

SOT – System Operability Test

SRTS - Short Range Training Schedule

SSAAPP - Surface Ship Acoustic Analysis Proficiency Program

SSRNM - Ship's Self Radiated Noise Measurement

STT - Seamanship Training Team

SWO BST - Surface Warfare Officer Billet Specialty Training, training identified by BUPERS for required enroute training.

TA – Training Assessment**.**

TADTAR - Temporary Additional Duty Target. Money allocated to ships and staffs to support temporary additional duty (TAD) expenses.

TAO - Tactical Action Officer, key underway watch officer who may have weapons release authority in the temporary absence of the commanding officer.

TCD - Training Control Device allows the AN/SQQ-89(V)-T OBT on up to eight ships to run a coordinated, simultaneous ASW scenario.

TEMADD - Same as Temporary Additional Duty (TAD)

TRMS - TYCOM Readiness Management System.

TRNGREP - Training report. Vehicle for ships and units of the force to report accomplishment of required training.

TSTA - Tailored Ship Training Availability. The training period(s) between CART II and FEP, supported by ATG in accordance with ISIC / CO desires.

TYCOM - Type Commander

UD - Underway Demonstration.

U/M – Unit Maintenance Phase. Replaces Basic Phase.

UUV - Unmanned underwater vehicle

VBSS - Visit, Board, Search and Seizure, refers to measure used with respect to commercial shipping, typically in conjunction with counter-drug or maritime interception operations.

VERTREP - Vertical replenishment

Warfare Specialty Training - Formerly TSTA 4. This is specific training for amphibious warfare, mine warfare, or salvage ships conducted in conjunction with other basic training.

WTRP - Watch Team Replacement Plan.

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APPENDIX G

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SURFORTRAMAN